

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,049 DTD _____
CHANGE NO: 100 MODEL: 30-6 (Convair "990")

REASON FOR CHANGE: To provide adjusted weights for certain interior trim items which were Buyer selected.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

QUAN. WT. EMPTY

-87.0 lb

OPER. WT. EMPTY

-87.0 lb

-77,252

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING:

NON-RECURRING:

TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co.,Ltd.
Change No. 100

Title: Specification Administrative Change (Weight Adjustment
of Interior Trim Items)

Origin: Convair initiated

Reason for Change: To provide adjusted weights for certain interior
trim items which were Buyer selected.

Description of Change:

Page A-16, APPENDIX I-D, FURNISHINGS UNIT WEIGHTS:

Replace above page in specification with Enclosure (A) which
shows adjusted weights for Buyer selected interior trim items.

Enclosure: (A) One copy Page A-16, APPENDIX I-D, FURNISHINGS
UNIT WEIGHTS (Revised)

Estimated Weight Empty: -87.0 pounds
Effect on Balance: -77,252 inch-pounds
Effect on Payload: +87.0 pounds
Effect on Performance: None



MODEL 30

SAN DIEGO 12,

CALIFORNIA

PAGE A-16

DATE

REPORT NO. ZD-30-013

APPENDIX I-C

FURNISHINGS UNIT WEIGHTS

FURNISHINGS

The following weights are those allotted for the specific items noted where applicable. Any further modifications for a specific interior or changes requested by the Buyer which alter these weights will affect the airplane weight empty, weight guarantee and be subject to negotiation.

Interior Trim:

Cabin Floor Covering	35.0 oz/sq yd
Buffet and Entryway Floor Covering - Fwd	60.0 oz/sq yd
Buffet and Entryway Floor Covering - Aft	60.0 oz/sq yd
Cabin Overhead Trim	12.0 oz/sq yd
Wainscot Panel Trim - Cabin	12.0 oz/sq yd
Hatrack, Underside (Boltaron .030) @	0.20 lb/sq ft
Lavatory, Buffet, and Entryway Overhead Trim	12.0 oz/sq yd
Fabric Trim on Partition	12.0 oz/sq yd
Coat Closet Curtain	11.0 oz/sq yd
Buffet Enclosure, Lounge and Aisle Curtains	11.0 oz/sq yd
Seat Upholstering	22.0 oz/sq yd
Seat Trim - Arm Rest	21.0 oz/sq yd
Window Shades	17.0 oz/sq yd
Belly Cargo Liner - Rubberized Ceiling	
Sides and Compartment End Bulkheads	32.0 oz/sq yd
Belly Cargo Liner - .045 Al. Floor	0.65 lb/sq ft
Exterior Paint (Weight for FAA Numbers and Identification and white paint for top of fuselage)	130.0 lb
Pilot Compartment Floor Covering	32.5 oz/sq yd

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd

MCL 61.125 DTD 18 November 1960

CHANGE NO: 99

MODEL: 30-6 (Convair "990")

TITLE: Pilot and Copilot Seats, Change to

ORIGIN: Convair initiated

REASON FOR CHANGE: To indicate vendor and part numbers of subject seats.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

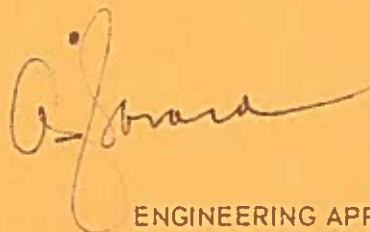
INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 99

Title: Pilot and Copilot Seats, Change to.

Origin: Convair initiated

Reason for Change: To indicate vendor and part numbers of subject
seats

Description of Change:

Page A-14, APPENDIX I-C, FURNISHINGS:

Revise the below item under "Description" as follows:

<u>From:</u>	"2	Seat, Pilots' (Including Fabric and Belt)	Convair	22-98504"
<u>To:</u>	"1	Seat, Pilot (Including Fabric and belt)	Weber	801135-607/ 803807
	1	Seat, Copilot (Including Fabric and Belt)	Weber	801136-607/ 803807"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,048 DTD _____

CHANGE NO: 98

MODEL 30-6 (Convair "600")

TITLE: Specification Administrative Change (Deletion of Angle of Attack Feature)

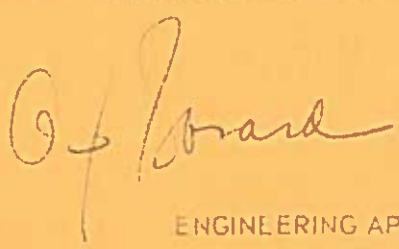
ORIGIN: Convair initiated

REASON FOR CHANGE: It was not Convair's intent to include the angle of attack feature in Swissair airplanes. This feature was inadvertently incorporated during the specification preparation.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
CONST WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH L.B.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	--

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 98

Title: Specification Administrative Change (Deletion of Angle of Attack Feature)

Origin: Convair initiated

Reason for Change: It was not Convair's intent to include the angle of attack feature in Swissair airplanes. This feature was inadvertently incorporated during the specification preparation.

Description of Change:

Page 47, Paragraph 3.14.1.1 - PILOT'S INSTRUMENTS:

Revise the below item in the instrument list as follows:

From: "*One airspeed/angle of attack indicator".

To: "*One airspeed indicator".

Page 47, Paragraph 3.14.1.2 - COPILOT'S INSTRUMENTS:

Revise the below item in the instrument list as follows:

From: "*One airspeed/angle of attack indicator".

To: "*One airspeed indicator".

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "KOLLSMAN INTEGRATED FLIGHT INSTRUMENT SYSTEM - TYPE KS-86" as follows:

From: "*2 Indicator, Airspeed/ Angle of Attack Kollsman"

To: "*2 Indicator, Airspeed Kollsman (P/N to be supplied)"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,119 DTD 4 October 1960

CHANGE NO: 97

MODEL: 30-6 (Convair "990")

TITLE Fuel Quantity Sight Gages, Change to

ORIGIN: Swissair requested

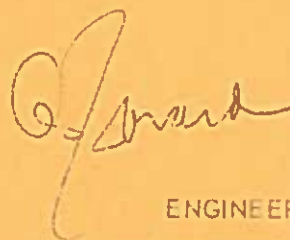
REASON FOR CHANGE: To provide magnetic type fuel quantity sight gages per Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 97

Title: Fuel Quantity Sight Gages, Change to

Origin: Swissair requested

Reason for Change: To provide magnetic type fuel quantity sight gages
per Customer request.

Description of Change:

Page 42, Paragraph 3.12.9.9.3 DRIP STICKS:

Revise the paragraph title and paragraph to read as follows:

"FUEL QUANTITY SIGHT GAGES: A total of 21 magnetic-type fuel quantity sight gages, graduated in inches, shall be installed, for monitoring fuel quantity during refueling operations."

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following under "ENGINE INSTRUMENTS - FUEL SYSTEM"

"2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/n to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
1	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)
2	Gage, Sight, Fuel Qty Magnetic-Type	Flight Refueling Inc.	(P/N to be supplied)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,047 DTD _____

CHANGE NO: 95

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Pilots' Instrument Panel Illustration and Incorporation of Maintenance Interphone Switching Panel in Appendix I-C)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

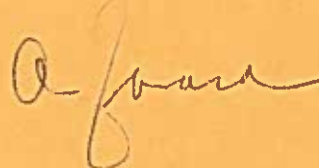
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
WGT. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 95

Title: Specification Administrative Change (Revision to Pilot's Instrument Panel Illustration and Incorporation of Maintenance Interphone Switching Panel in Appendix I-C)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 47a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace above illustration in specification with Enclosure (A) which changes Doppler cut-out from round to square, uses KIFIS test switch for VN_E-MN_E , shows new KIFIS test switch, adds another fuse in pilot's panel, relocates fuses in copilot's panel and adds aft fan overspeed red warning lights to center panel.

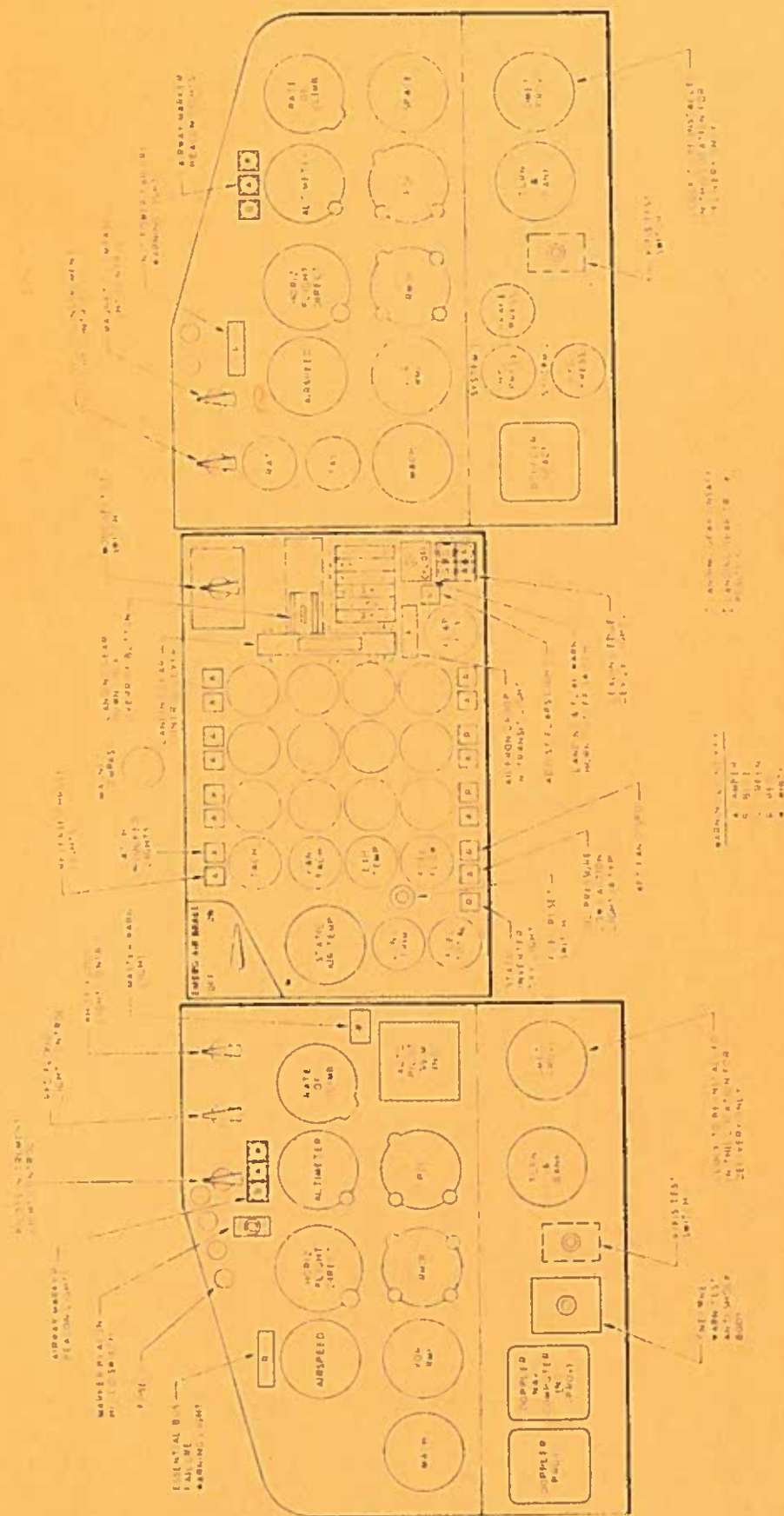
Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following item under "CONTROL PANELS":

"1 Maintenance Interphone Switching Panel	Gables	G-1019"
--	--------	---------

Enclosure: (A) One copy Page 47a, PILOT'S AND COPILOT'S INSTRUMENT PANELS (Revised)

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None



CONVAIR

* DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,046 DTD _____

CHANGE NO.: 93 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Alternate Control Cable Material)

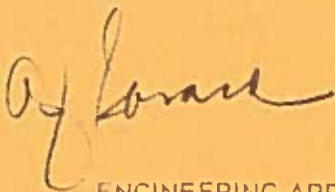
ORIGIN: Convair initiated

REASON FOR CHANGE: To provide an additional alternate control cable material.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
WT. EMPTY WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	--

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 93

Title: Specification Administrative Change (Alternate Control Cable Material)

Origin: Convair initiated

Reason for Change: To provide an additional alternate control cable material.

Description of Change:

Page 29, Paragraph 3.10.1.1.1 CABLES, FITTINGS AND CONNECTIONS:

Revise the first sentence as follows:

From: "Preformed tinned or corrosion resistant cable shall be used for all flexible cable controls."

To: "Preformed galvanized, tinned or corrosion resistant cable shall be used for all flexible cable controls."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,045 DTD _____

CHANGE NO: 92

MODEL: 30-6 (Convair "600")

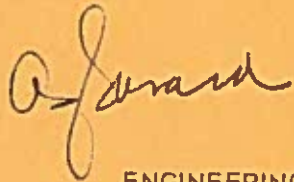
TITLE: Specification Administrative Change (Structural Design Speed Limit for Flap and Leading Edge Device Operation with Single Hydraulic System Operating)

ORIGIN: Convair initiated

REASON FOR CHANGE: To specify maximum design speed limit for flap and leading edge device extension and retraction with single hydraulic system operating.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
OPER. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	--

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 92

Title: Specification Administrative Change (Structural Design Speed Limit for Flap and Leading Edge Device Operation with Single Hydraulic System Operating)

Origin: Convair initiated

Reason for Change: To specify maximum design speed limit for flap and leading edge device extension and retraction with single hydraulic system operating.

Description of Change:

Page 31, Paragraph 3.10.2.1 LIFT AND DRAG INCREASING DEVICE SYSTEMS:

Revise the fifth sentence as follows:

From: "Full trailing edge flap deflection and leading edge device extension shall be obtainable from either hydraulic system."

To: "Full extension and retraction of flaps and leading edge devices shall be obtainable at structural design speeds with both hydraulic systems operating. With either hydraulic system operating singly, flap extension and retraction shall be possible at the following IAS, including leading edge device operation:

20°	at 230 knots
30°	at 210 knots
40°	at 190 knots
50° +0° -3°	at 170 knots

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,044 DTD _____

CHANGE NO: 91

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Wiring Language)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

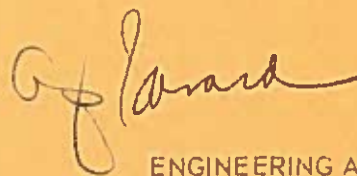
INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Revision to Wiring Language)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 32, Paragraph 3.11.4.1 ENGINE VIBRATION INDICATING SYSTEM (PROVISIONS ONLY):

Delete the last sentence which reads: "(See last sentence of Paragraph 3.16.5.4 which provides spare wires from pod to system operator's panel.)"

Add the following to the end of the paragraph:

"In addition, three shielded pairs of 20-gage wires shall be installed from each pod to the system operator's panel."

Page 58, Paragraph 3.16.5.4 WIRING ROUTING:

Revise the last sentence as follows:

From: "Spare 20-gage wires shall be installed from each pod to the system operator's panel and shall consist of three shielded pairs, four single unshielded, and one pair of Alumel-Chromel thermocouple wires."

To: "Spare 20-gage wires shall be installed from each pod to the system operator's panel and shall consist of four single unshielded wires and one pair of Alumel-Chromel thermocouple wires."

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

The following shall not appear in the specification language:

The language effects of CCP No. 26A (Provisions for Engine Vibration Indicating System), approved by Customer, are included in this proposal.

Customer approval of this proposal will place all wiring installation for engine vibration indicating system provisions under the same paragraph.

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 90

Page 1 of 2

Title: Specification Administrative Change (Revision to Air Conditioning Language and Part Numbers)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification and to furnish current part numbers for air conditioning equipment items.

Description of Change:

Page 108, Paragraph 3.20.1.9 AIR DISTRIBUTION:

Revise the last sentence as follows:

From: "It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 65 passengers and with the compartment partition located at any of the five positions noted below:

Stations 697 to 715
777 to 796
851 to 870
926 to 945
1002 to 1021"

To: "It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 65 passengers and with the movable coat divider located anywhere between Stations 697 and 1021 except that if the coat divider is located with an air supply outlet between the divider and the closed shutoff valve, the air supply outlet shall be covered. The maximum number of air supply outlets which shall be covered is one on each side of the airplane."

Page 109, Paragraph 3.20.1.12 GROUND AIR CONDITIONING:

In the last sentence, change "ABC-17/5 to "MS 33562".

Page A-13, APPENDIX I-C

Revise the below items under "PRESSURIZATION, ANTI-ICING AND AIR CONDITIONING EQUIPMENT" as follows:

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 90

Page 2 of 2

<u>From:</u>	"2 Turbo-Compressor Package	Ham. Standard	555950
	2 Refrigeration Package (Pneu)	Ham. Standard	556471
	2 Regulator, Outflow Valve	AiResearch	103182"
<u>To:</u>	"2 Turbo-Compressor Package	Ham. Standard	550150
	2 Refrigeration Package (Pneu)	Ham. Standard	561290
	2 Regulator, Outflow Valve	AiResearch	103 182-4"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

The two air supply outlet covers will be Convair furnished.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,114 DTD 31 August 1960

CHANGE NO: 89

MODEL: 30-6 (Convair "600")

TITLE: Deflector, Cockpit Vent, Installation of

ORIGIN: Swissair requested

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

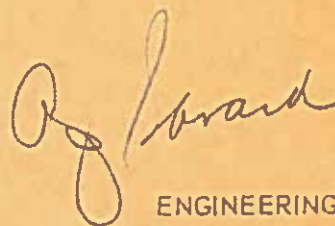
INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 89

Title: Deflector, Cockpit Vent, Installation of

Origin: Swissair requested

Reason for Change: As above

Description of change:

Page 49, Paragraph 3.14.2.2 PERISCOPIC SEXTANT (PROVISIONS ONLY):

Add the following to the end of the paragraph:

"A deflector shall be installed to obstruct ventilation from the cockpit vent over doorway when periscopic sextant is installed and in use."

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 61,042 DTD _____

CHANGE NO: 88

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Pilots' Instrument Panel Illustration and Magnetic Compass)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 88

Title: Specification Administrative Change (Revision to Pilots'
Instrument Panel Illustration and Magnetic Compass)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 47a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace above illustration in the specification with Enclosure (A)
which shows Oil Pressure Low Caution Light "AMBER" in lieu of "RED".

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "FLIGHT INSTRUMENTS" as follows:

From: "2 Compass, Magnetic U.S. Gauge C-4B"

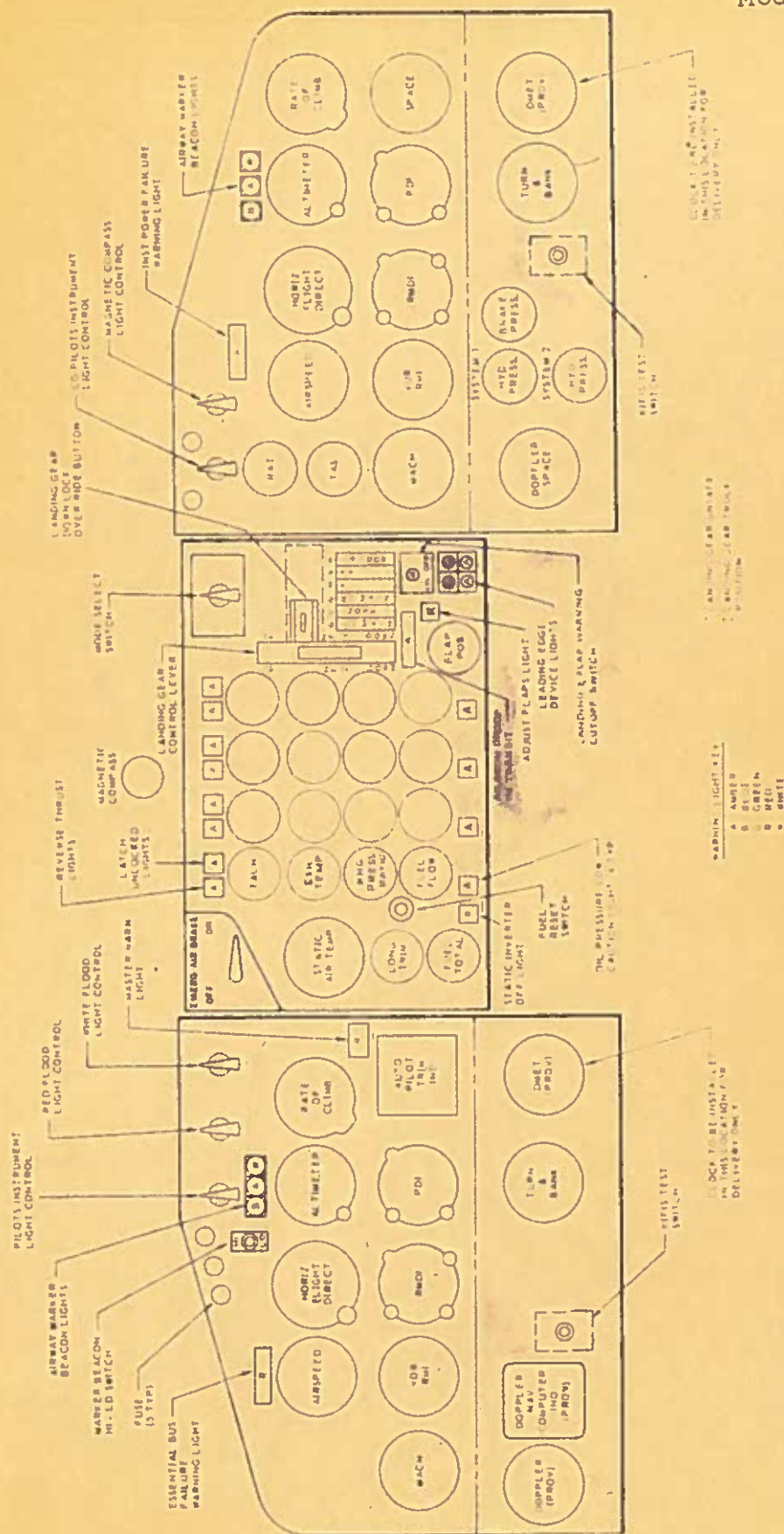
To: "1 Compass, Magnetic U.S. Gauge C-4B"

Enclosure: (A) One copy Page 47a, PILOT'S AND COPILOT'S INSTRUMENT
PANELS (Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR: SD

Page 47a
Report No. ZD-30-013
Model 30



PILOT'S AND CO-PILOT'S INSTRUMENT PANELS
SWISSAIR

9-26-40

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd

MCL 61,116 DTD _____

CHANGE NO: 87

MODEL: 30-6 (Convair "600")

TITLE: Brakes, Main, Increased Weight of

ORIGIN: Convair initiated based on Swissair Letter #60-720, File 10-7-5-1, dated 25 August 1960.

REASON FOR CHANGE: Adjustment to weight of main brakes, which exceeds the original weight estimate by 70 pounds

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY +70.0 lbs	OPER. WT. EMPTY +70.0 lbs	+64,890 INCH LB.
------------------------------	------------------------------	---------------------

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharpe
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 87

Title: Brakes, Main, Increased Weight of

Origin: Convair initiated based on Swissair Letter #60-720, File
10-7-5-1, dated 25 August 1960.

Reason for Change: Adjustment to weight of main brakes, which exceeds
the original weight estimate by 70 pounds.

Description of Change:

This proposal has no effect on the specification language, and is submitted for the reason stated above.

Estimated Weight Empty:	+70.0 lbs
Effect on Balance:	+64,890 in/lbs.
Effect on Payload:	-70.0 lbs.
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,041 DTD _____

CHANGE NO.: 86 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Paragraph 3.12.9.10.1)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
XXXX WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	--

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	---

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 86

Title: Specification Administrative Change (Revision to Paragraph
3.12.9.10.1)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 42, Paragraph 3.12.9.10.1 DESCRIPTION:

Revise the fourth sentence as follows:

From: "Provisions all inboard fuel by use of a separate control."

To: "Provisions shall be made in each inboard main tank to
jettison all inboard fuel by use of a separate control."

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,115 DTD 1 September 1960
 CHANGE NO.: 85 MODEL: 30-6 (Convair "600")

TITLE: Cabin Temperature Indication, Change from °F. to °C.

ORIGIN: Swissair Cable, dated 1 September 1960

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~XXXX~~ WT. EMPTY

OPER. WT. EMPTY

0

0

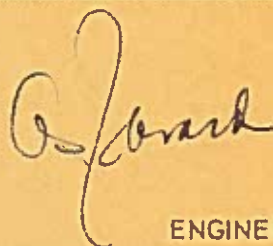
0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Cabin Temperature Indication, Change from °F. to °C.

Origin: Swissair Cable, dated 1 September 1960

Reason for Change: Customer request

Description of Change:

Page 11, Paragraph 3.2.5 SIGNS, PLACARDS, NAMEPLATES:

Revise the last sentence to read as follows:

"All temperature instruments shall be marked in degrees Centigrade."

Page 48, Paragraph 3.14.1.4 SYSTEM OPERATOR'S INSTRUMENTS:

Revise below item in the instrument list as follows:

From: "One cabin temperature indicator °F"

To: "One cabin temperature indicator °C"

Page 105, Paragraph 3.20.1.2 AIR CONDITIONING CONTROLS:

Revise the second sentence to read as follows:

"A remote reading temperature indicator shall be provided for the main cabin which shall permit reading of temperature in increments of 2°C with an accuracy of +2°C over the range of 18°C to 30°C."

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "PRESSURIZATION, HEATING AND AIR CONDITIONING" as follows:

From: "1 Indicator, Cabin Temperature Lewis 162C27"

To: "1 Indicator, Cabin Temperature Lewis (P/N to be supplied)"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

The language effect of CCP No. 72 (Indication of Unit Instrument Measurement) is included in this proposal where revision is made to Paragraph 3.14.1.4.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,040 DTD _____

CHANGE NO: 84 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Relabel Essential Bus Selector)

ORIGIN: Convair initiated based on Swissair/Convair Meeting on 5 August 1960

REASON FOR CHANGE: One switch position of essential bus selector is labeled "EXT. PWR" (external power). Inasmuch as this selector is frequently used during normal flight, this CCP proposes it be relabeled "SYNC BUS".

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
EXIST WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: * None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL. ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
---	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	---

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 84

Title: Specification Administrative Change (Relabel Essential Bus Selector)

Origin: Convair initiated based on Swissair/Convair Meeting on 5 August 1960

Reason for Change: One switch position of essential bus selector is labeled "EXT. PWR" (external power). Inasmuch as this selector position is frequently used during normal flight, this CCP proposes it be relabeled "SYNC BUS".

Description of Change:

Page 55a, AC POWER SYSTEM SCHEMATIC:

Replace above illustration in the specification with Enclosure (A) which shows top position of bus selector switch labeled "SYNC BUS" in lieu of "EXTERNAL POWER".

Enclosure: (A) One copy Page 55a, AC POWER SYSTEM SCHEMATIC (Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd

MCL 61,039 DTD _____

CHANGE NO: 83

MODEL: 30-6 (Convair "600")

TITLE: **Specifioation Administrative Change (Add Power Supply to Appendix I-C)**

ORIGIN: **Convair initiated, based on Swissair Letter 60-733, File 10-9-3, dated 25 August 1960.**

REASON FOR CHANGE: **To clarify the intent of the specification**

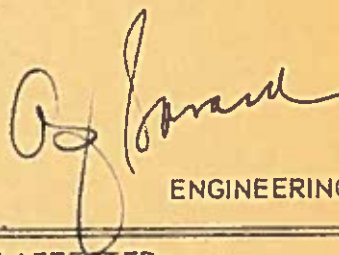
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	0 INCH LB.
0	0	

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 83

Title: Specification Administrative Change (Add Power Supply to Appendix I-C)

Origin: Convair initiated, based on Swissair Letter 60-733, File 10-9-3, dated 25 August 1960.

Reason for Change: To clarify the intent of the specification

Description of Change:

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "REMOTE COMPASS SYSTEM SPERRY C-11"

"2 Power Supply Module	Sperry	1775143"
------------------------	--------	----------

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,109 DTD 13 July 1960
CHANGE NO: 82 MODEL: 30-6 (Convair "600")

REASON FOR CHANGE: As above

EFFECT ON BALANCE *

INCH LB.

None

Alford
ENGINEER

AIRPLANES AFFECTED:

TOTAL:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE: _____

Title: Passenger Seats, Buyer in Lieu of Convair Furnished

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 1, Paragraph 1.1 - BASIC TYPE:

Delete the following words in the seventh line:

"with 62-degree recline"

Page 10, Paragraph 3.2.1 - GENERAL INTERIOR ARRANGEMENTS:

Revise the first sentence to read as follows:

"The basic interior arrangement of the 96-passenger airplane shall be as shown on Page 3b-INTERIOR ARRANGEMENT".

Page 87, Paragraph 3.19.1.1.1 - SEATS:

Revise the first sentence to read as follows:

"All seats, except Buyer furnished passenger seats, shall be equipped with....."

Revise the last sentence to read as follows:

"Wherever fabrics or leather are used, on Convair furnished seats, for seat upholstery covers (except for arm rest caps), the covers shall be replaceable without the use of any tools".

Page 88, Paragraph 3.19.1.1.4 - PASSENGER SEATS:

Delete the entire paragraph and substitute the following:

"Provisions shall be made for the installation of Buyer furnished passenger seats; to be arranged as shown on Page 3b - INTERIOR ARRANGEMENT. These seats shall be interchangeable with Convair seats in respect to attach-point locations and attachment configuration".

Page 88, Paragraph 3.19.1.1.4.1 - SEAT BACK MOVEMENT:

Delete the entire paragraph, and add "(DELETED)" after the paragraph title.

Page 89, Paragraph 3.19.1.1.4.2 - FIRST CLASS RECLINING SEATS:

Delete the paragraph and substitute the following:

"Sixteen Buyer furnished double-seats, designated as first class reclining seats, shall be installed to the arrangement shown on Page 3b - INTERIOR ARRANGEMENT. Literature pockets for the first seat row passengers shall be installed on the main cabin front partition".

Page 89, Paragraph 3.19.1.1.4.3 - ECONOMY (TOURIST) SEATS:

Delete the paragraph and substitute the following:

"Thirteen triple and 13 double Buyer furnished seats, designated as economy/tourist seats, shall be installed to the arrangement shown on Page 3b - INTERIOR ARRANGEMENT. Literature pockets shall be installed on the back side of the coat rack divider partition for the front seat row passengers".

Page 90, Paragraph 3.19.1.3 - DESIGN DETAILS:

Delete the second sentence which reads as follows:

"All protuberances (such as seat-backs) which could be contacted by an occupant normally restrained in his seat shall be constructed of energy absorbing material".

Page 115, Paragraph 3.23.2 - EQUIPMENT INTERCHANGEABILITY:

Delete the following under "a. Interchangeable Parts:"

"Passenger Seat - Passenger Seat Assembly LH Assembly RH (except for Seat Assemblies to Emergency Exits).

Passenger Seat Bottom Cushions and Arm Rest Caps".

Page A-1, APPENDIX I-A, BUYER FURNISHED-CONVAIR INSTALLED:

Add the following items under "Description":

"13 Double-Seat, Economy/Tourist (Including integral folding food trays)	812.5
13 Triple-Seat Economy/Tourist (Including integral folding food trays)	1164.8
8 Double reclining First Class Seat, R/H (Including foot rests and integral folding food trays)	696.0
8 Double reclining First Class Seat, L/H (Including foot rests and integral folding food trays)	696.0
97 Recline Locks, Seat, Hyd.	**
32 *Leg Rest	
32 *Seat Back Lining with Stowage Pocket.	

**Weight included in seat weights

Page A-14, APPENDIX I-C, FURNISHINGS:

Delete the following items under "Description":

- "13 Double Seat, Economy/Tourist
(Including integral folding food trays)
- 13 Triple Seat, Economy/Tourist
(Including integral folding food trays)
- 8 Double reclining First Class Seat R/H
(Including foot rests and integral folding
food trays, no leg rests)
- 8 Double reclining First Class Seat L/H
(Including foot rests and integral folding
food trays, no leg rests)
- 97 Recline Locks, Seat, Hyd. P.L. Porter SL2600
- 32 **Leg Rest
- 32 **Seat Back Lining with Stowage
Pocket".

Page A-16, APPENDIX I-D, FURNISHINGS UNIT WEIGHTS:

Delete the following items under "Interior Trim:**"

- | | |
|----------------------|----------------|
| "Seat Upholstering | 22.0 oz/sq yd |
| Seat Trim - Arm Rest | 21.0 oz/sq yd" |

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

Weight allowance for Buyer furnished seats is assumed identical to Convair seats, with weights as specified in Appendix I-A. Any variation to these weights shall be subject to negotiation for purpose of weight adjustment.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,037 DTD _____

CHANGE NO: 80 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Passenger and Cabin Attendant Seat Belts, Change in Vendor of)

ORIGIN: Convair initiated

REASON FOR CHANGE: To provide Auto-Crat seat belts in lieu of Phoenix Belt and Trim.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
MAX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. A. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 80

Title: Specification Administrative Change (Passenger and Cabin
Attendant Seat Belts, Change in Vendor of)

Origin: Convair initiated

Reason for Change: To provide Auto-Crat seat belts in lieu of Phoenix
Belt and Trim

Description of Change:

Page A-14, APPENDIX I-C, FURNISHINGS:

Revise the below items under "Description" as follows:

<u>From:</u>	"97 Passenger Seat Belts (With Cummings & Saunders No. C.S. 3100A belt buckles)	Phoenix Belt & Trim Co. (P/N to be supplied)
	1 Cabin Attendant Seat Belt (With Cummings & Saunders No.C.S. 3100A belt buckle)	Phoenix Belt & Trim Co. (P/N to be supplied)"
<u>To:</u>	"97 Passenger Seat Belts	Auto-Crat BN1-1703-A-18-28-1358
	1 Cabin Attendant Seat Belt	Auto-Crat BN1-1703-A-18-28-1358"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

The language effect of CCP No. 20B (Revision to Passenger and
Stewardess Seat Belt Buckles), approved by Buyer is included
in this proposal.

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,111 DTD 8 August 1960

CHANGE NO: 79 MODEL: 30-6 (Convair "600")

TITLE: Engine Bleed Air Pressure Indicator, Installation of

ORIGIN: Swissair requested

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
BOOK WT. EMPTY	OPER. WT. EMPTY	
+5.0 lb	+5.0 lb	+2,783 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____ AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 79

Title: Engine Bleed Air Pressure Indicator, Installation of

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 49, Paragraph 3.14.1.5 MISCELLANEOUS INSTRUMENTS:

Add the following item to the instrument list:

"One bleed air pressure indicator"

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "PRESSURIZATION, HEATING AND AIR
CONDITIONING:

"1 Indicator, Bleed Air Pressure	U. S. Gauge	SR-05A"
----------------------------------	-------------	---------

Estimated Weight Empty:	+5.0 pounds
Effect on Balance:	+2,783 inch-pounds
Effect on Payload:	-5.0 pounds
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,110 DTD 3 August 1960

CHANGE NO: 78

MODEL: 30-6 (Convair "600")

TITLE: Emergency Lighting System, Modification of

ORIGIN: Swissair/Convair Conference on 26 July 1960

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

+8.0 lb

+8.0 lb

+6,215 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, S.D. 61217A

CONVAIR: 3D

Swissair Transport Co., Ltd.
Change No. 78

Title: Emergency Lighting System, Modification of

Origin: Swissair/Convair Conference on 26 July 1960

Reason for Change: Customer request

Description of Change:

Page 68, Paragraph 3.16.8.5 EMERGENCY LIGHTING:

Delete the paragraph and substitute the following:

3.16.8.5 EMERGENCY LIGHTING: An emergency lighting system shall be installed consisting of seven independent light assemblies incorporating self-contained trickle charged batteries and eight emergency exit signs. Lights shall be automatically energized when airplane power supply fails. Light assemblies may be switched off during normal shut down or switched on for test.

3.16.8.5.1 CONTROLS: A three-position "On-Armed-Off" switch shall be installed in the pilot compartment and labeled "Emergency Lights". With the switch in the "Off" position all emergency portable units and emergency exit signs shall be extinguished. With the switch in the "Armed" position these same lights will be extinguished until the pilot's essential power supply is lost, then the emergency portable units and emergency exit signs shall automatically be turned on. When in the "On" position all emergency portable units and emergency exit signs shall be illuminated.

Estimated Weight Empty:	+8.0 pounds
Effect on Balance:	+6,215 inch-pounds
Effect on Payload:	-8.0 pounds
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,036 DTD _____

CHANGE NO: 76

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to C. G. Limits Graph)

ORIGIN: Convair initiated

REASON FOR CHANGE: To add new aft takeoff C. G. limit

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 0	OPER. WT. EMPTY 0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES


 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 76

Title: Specification Administrative Change (Revision to C. G.
Limits Graph)

Origin: Convair initiated

Reason for Change: To add new aft takeoff C. G. limit

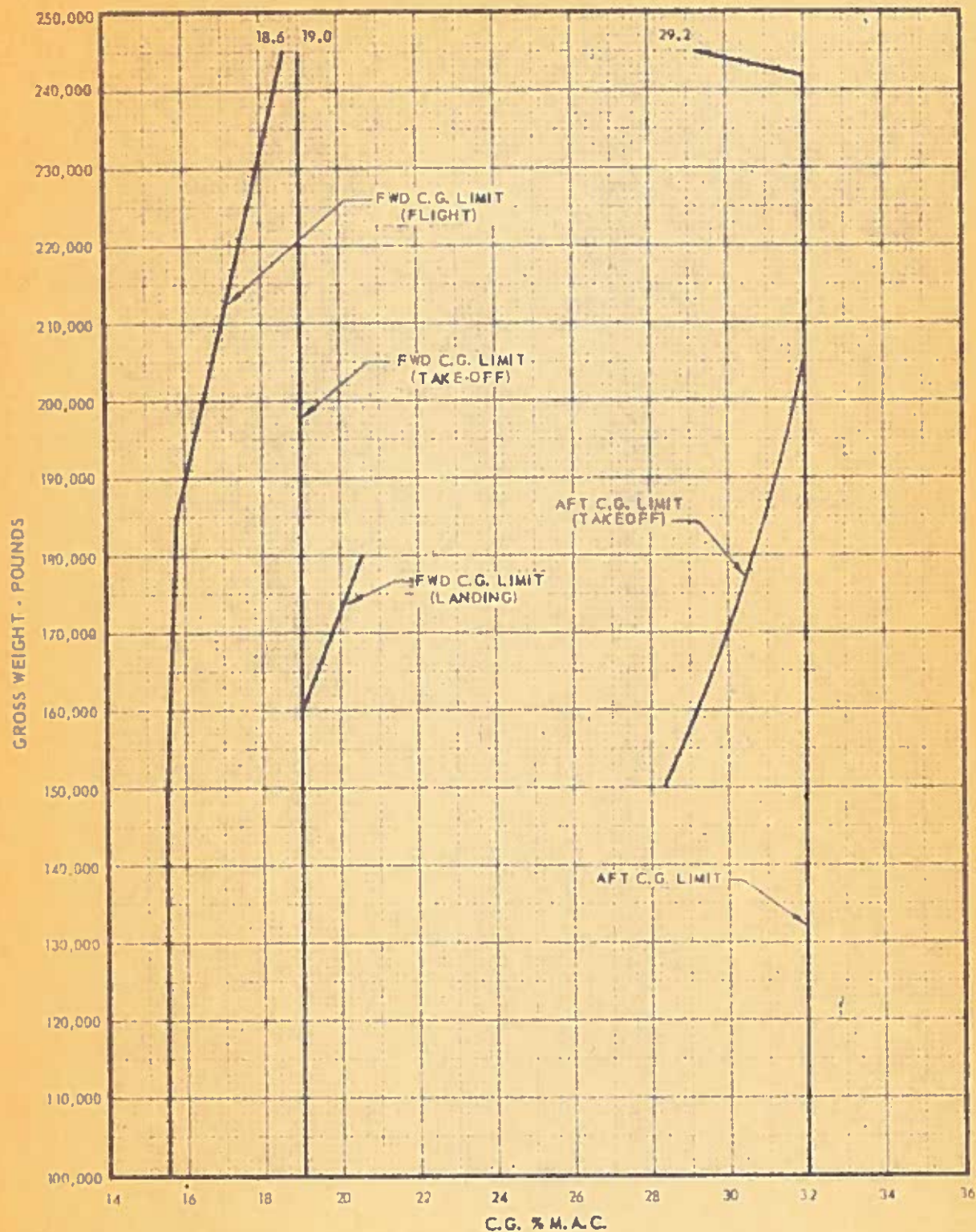
Description of Change:

Page 7a - C. G. DESIGN LIMITS:

Replace above illustration in specification with Enclosure (A) which
adds new aft takeoff C. G. limit.

Enclosure: (A) One copy of Page 7a - C. G. LIMITS:

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



C.G. LIMITS
SWISSAIR

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,035 DTD _____

CHANGE NO: 75 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Seat Identification and Revision to Par. 3.20.1.12)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

F. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Seat Identification and Revision to Par. 3.20.1.12)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 97, Paragraph 3.19.2.7.11 ROW IDENTIFICATION:

Revise the first sentence as follows:

From: "Row number and seat identification letters from left to right shall be provided on each convenience pod."

To: "A row number shall be provided on each convenience pod; and a seat identification letter shall be provided on each seat back."

Page 109, Paragraph 3.20.1.12 GROUND AIR CONDITIONING:

Revise the first sentence to read as follows:

"A ground connection shall be installed on the right side of the fuselage near the wing front spar to permit ground pressure testing of the high pressure duct system, operation of the cabin air compressors and/or the Freon system and pneumatic starting of the engines from a ground source."

Delete the second sentence which reads as follows:

"The Freon system shall be capable of being operated on the ground from a suitable external electric source through the aircraft normal electrical ground condition."

Estimated Weight Empty:	O
Effect on Balance:	O
Effect on Payload:	O
Effect on Performance:	None

The following shall not appear in the specification language:

The second sentence of Paragraph 3.20.1.12 is no longer applicable due to Customer approval of CCP No. 7 which changed Freon compressors from electric to pneumatic.

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,034 DTD _____
CHANGE NO: 74 MODEL: 30-6 (Convair "600")

REASON FOR CHANGE: The Model 30 power rudder is not provided with separate hydraulic dampers for prevention of gust damage. The power cylinders are adequate for this purpose.

EFFECT ON BALANCE *

0 INCH LB.

None

J. H. Clark ENGI

ENGINEERING APPROVAL

AIRPLANES AFFECTED:

EFFECT ON PRICE PER AIRPLANE

TOTAL: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 74

Title: Specification Administrative Change (Delete Damper Reference
From Power Rudder)

Origin: Convair initiated

Reason for Change: The Model 30 power rudder is not provided with
separate hydraulic dampers for prevention of gust
damage. The power cylinders are adequate for this
purpose.

Description of Change:

Page 30, Paragraph 3.10.1.6 GUST PROTECTION:

Revise the first sentence as follows:

From: "Hydraulic dampers shall be installed at each aileron,
elevator and the rudder surfaces to prevent structural
damage due to gusts."

To: "Hydraulic dampers shall be installed at each aileron'
and elevator to prevent structural damage due to gusts."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

CCP No. 65 (Powered Rudder and Additional Lateral Control), submitted
to Customer, inadvertently omitted deletion of the subject damper;
therefore deletion thereof is proposed by this CCP.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61.107 DTD 20 June 1960

CHANGE NO: 73

MODEL: 30-6 (Convair "600")

TITLE: Additional H. F. Communication System Wires, Installation of

ORIGIN: Swissair Cable, dated 13 May 1960

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

+2.0 lbs.

+2.0 lbs.

+480

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature]
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Additional H. F. Communication System Wires, Installation of

Origin: Swissair Cable, dated 13 May 1960

Reason for Change: Customer request

Description of Change:

This proposal has no effect on specification language, and consists of the following:

- A. Add ten wires from No. 1 H. F. Transceiver and ten wires from No. 2 H. F. Transceiver to shelf disconnect panel. Wires will be tied back at transceiver end.
- B. Replace two inserts on shelf harness at shelf disconnect.
- C. Add ten wires from shelf disconnect to No. 1 Control Panel and ten wires from shelf disconnect to No. 2 Control Panel. Wires will be tied back at control panel end.
- D. Replace one insert at shelf disconnect in each of two control panel harnesses.

Estimated Weight Empty:	+2.0 lbs.
Effect on Balance:	+480 in. lbs.
Effect on Payload:	-2.0 lbs.
Effect on Performance:	None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61.033 DTD _____

CHANGE NO: 72

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Indication of Unit Instrument Measurement)

ORIGIN: Convair initiated, based on Swissair Letter #60-531, File 10-9, dated 29 June 1960

REASON FOR CHANGE: To indicate unit of instrument measurement

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
QUANTITY WT. EMPTY	OPER. WT. EMPTY		
0	0	0	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. A. Sharp
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____
BY: _____
DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Indication of Unit Instrument Measurement)

Origin: Convair initiated, based on Swissair Letter #60-531, File 10-9 dated 29 June 1960.

Reason for Change: To indicate unit of instrument measurement

Description of Change:

Page 47, Paragraph 3.14.1.1 - PILOT'S INSTRUMENTS:

Revise the below item to read as follows:

"*One altimeter (ft. and mb)"

Page 47, Paragraph 3.14.1.2 - COPILOT'S INSTRUMENTS:

Revise the below items to read as follows:

"*One altimeter (ft. and mb)"

"*One brake hydraulic pressure indicator (psi)

*One ram air temperature indicator (°C)

*Two hydraulic pressure indicators (psi)"

Page 48, Paragraph 3.14.1.3 - CENTER PANEL INSTRUMENTS:

Revise the below items to read as follows:

"*Four exhaust temperature indicators (°C)

*One static air temperature indicator (°C)"

Page 48, Paragraph 3.14.1.4 - SYSTEM OPERATOR'S INSTRUMENTS:

Revise the below items to read as follows:

"Four fuel quantity indicators, main tanks (calibrated in kg)

One fuel temperature indicator (°C)

Four engine oil pressure indicators (psi)

Four engine oil temperature indicators (°C)

Four engine oil quantity indicators (gal)

One cabin altitude and differential pressure indicator (psi)

One dual hydraulic fluid quantity indicator (gal)

Two hydraulic fluid temperature indicator (°C)

Two cabin air compressor bearing temperature indicators (°C)

One dual cabin air compressor air flow indicator (ppm)

One cabin temperature indicator (°F)

One fuel quantity indicator, center section aux. sys. (calibrated in kg)

One emergency air brake pressure indicator (psi)

One anti-icing air and structural temperature indicator (°C)"

CONVAIR: SD

Swissair Transport Co., Ltd.
Change 72
Page 2 of 2

Page 49, Paragraph 3.14.1.6 - RADIO OPERATOR/NAVIGATOR INSTRUMENTS:

Revise the below items to read as follows:

"One static air temperature indicator (°C, slaved)
One altimeter (ft. and mb)"

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 61.032 DTD 19 July 1960

CHANGE NO: 71

MODEL: 30-013 (Convair "600")

TITLE: **Specification Administrative Change (Frequency Chart Holder, Deletion of)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **Specification correction**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

F. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 71

Title: Specification Administrative Change (Frequency Chart
Holder, Deletion of)

Origin: Convair Initiated

Reason for Change: Specification Correction

Description of Change:

Page, 79, Paragraph 3.17.1.9 - FREQUENCY CHART HOLDER:

Delete the entire paragraph and Revise the title to read as
FOLLOWS:

"Frequency Chart Holder - Not Applicable:

Effect on Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	0
Effect on Payload:	0

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. 20-30-013 DATE: _____
 CUSTOMER Swissair Transport Co., Ltd. MCL 61,031 DTD _____
 CHANGE NO. 70 MODEL: 30-6 (Convair "600")

TITLE Specification Administrative Change (Position Change of Inter-
phone/Radio Selector Switch

ORIGIN Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: None

NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	---

LATEST DATE OF ACCEPTANCE: _____	AIRPLANES AFFECTED: _____
----------------------------------	---------------------------

SPECIAL PROVISIONS: _____	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------------	---

ACCEPTED: _____
 BY: _____
 DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,030 DTD _____
 CHANGE NO: 69 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to System Operator's Panel Illustration)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
OPER. XWT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	---

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 69

Title: Specification Administrative Change (Revision to System Operator's Panel Illustration)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

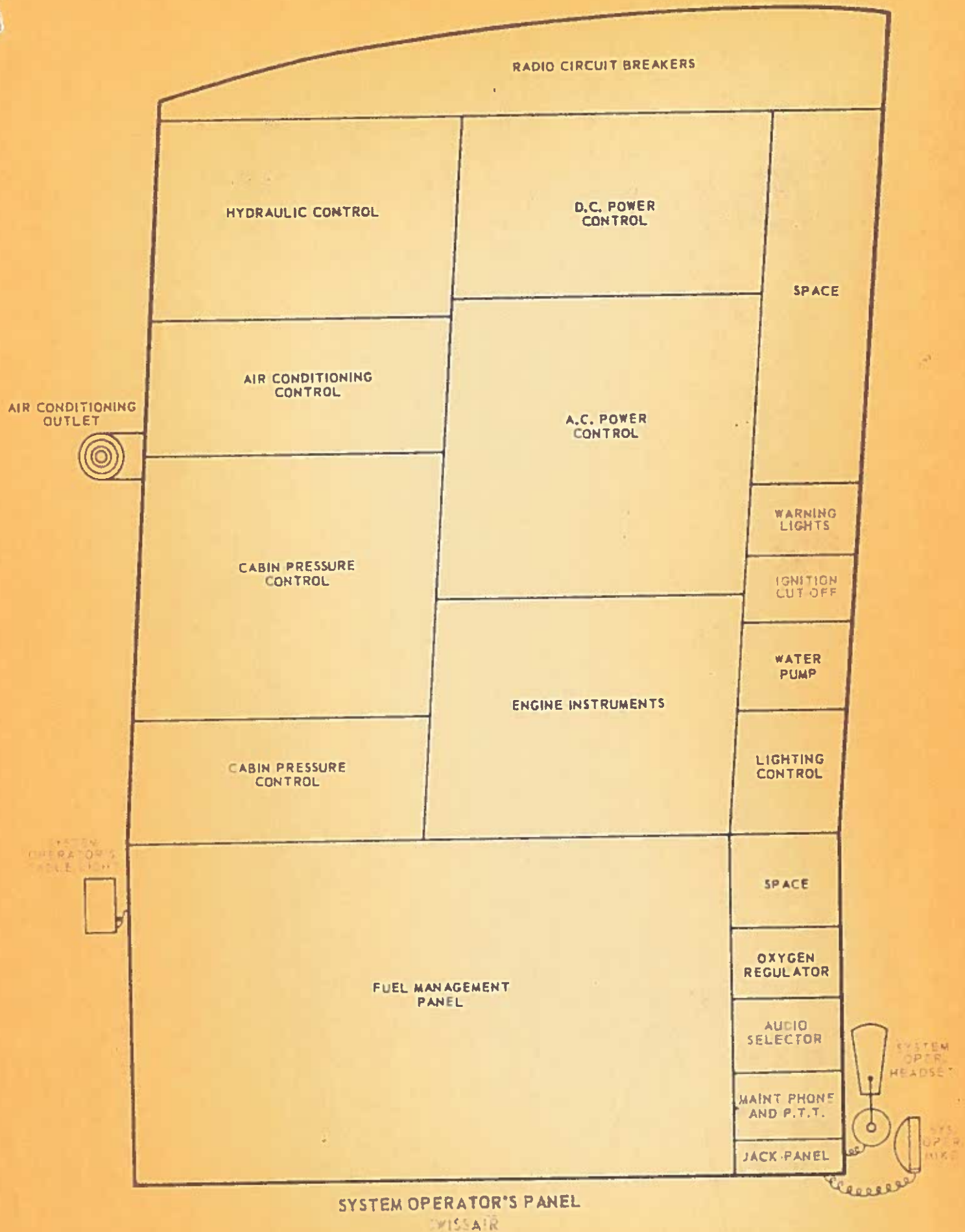
Description of Change:

Page 48b, SYSTEM OPERATOR'S PANEL:

Replace above illustration in specification with Enclosure (A) which relocates System Operator's headset and mike to the jack panel.

Enclosure: (A) One copy Page 48a - SYSTEM OPERATOR'S PANEL (Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None



CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 61.029 DTD _____

CHANGE NO: 68

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Modification of Engine Fan Anti-Icing System)

ORIGIN: Convair initiated

REASON FOR CHANGE: To eliminate thrust loss due to engine air bled for fan anti-icing during takeoff, climb and cruise

EFFECT ON WEIGHT *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

0

0

EFFECT ON BALANCE *

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 68

Title: Specification Administrative Change (Modification of Engine Fan Anti-Icing System)

Origin: Convair initiated

Reason for Change: To eliminate thrust loss due to engine air bled for fan anti-icing during takeoff, climb and cruise.

Description of Change:

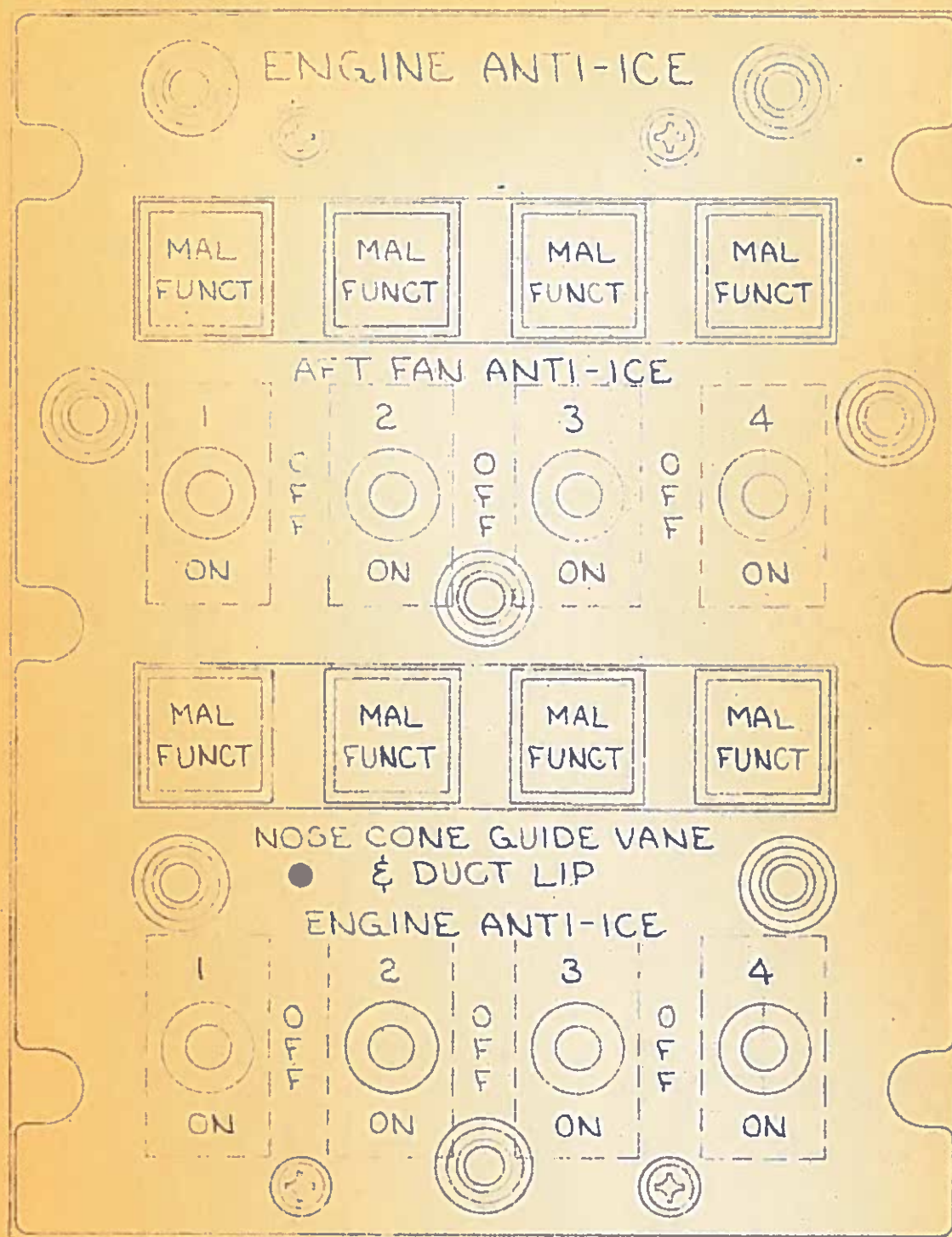
Page 110, Paragraph 3.20.2.1 - ANTI-ICING OF NONTRANSPARENT AREAS:

Add the following after the next to the last sentence in the paragraph:

"An "ON-OFF" switch shall be provided to isolate each aft fan anti-icing system from the engine bleed air during takeoff, climb and cruise conditions".

Enclosure: (A) One copy Sketch No. CSE-07860 - PROPOSED CHANGE IN 30-61306 PANEL (For information only)

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None



SKETCH - PROPOSED CHANGE IN
30-61306 PANEL

CSE 07860

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,028 DTD 6 July 1960

CHANGE NO: 67 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change, Deletion of Inertia Reel from Customer Furnished Stewardess Seat

ORIGIN: Customer request

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~XXXX~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. Sprout

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 67

Title: Specification Administrative Change, Deletion of Inertia Reel
from Customer Furnished Stewardess Seat

Origin: Customer request

Reason for Change: As above

Page A-1, APPENDIX I-A - FURNISHINGS

Change the first item to read as follows:

"6 Buffets (including decorative trim
panels, closing trim, one cabin
attendant seat with shoulder har-
ness and safety belt, coffee
makers, preheater GE ovens, drink-
ing water units, refrigerator
units and provisions for insert
and storage items)

1,647.0"

Effect on Estimated Weight Empty:	O
Effect on Balance:	O
Effect on Payload:	O
Effect on Performance:	None

The following shall not be included in specification language:

Weight effect will be reflected in actual weight of Buyer
furnished buffet.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,027 DTD _____

CHANGE NO: 66

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Clarification of Starting System)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of Paragraph 3.12.12, and to delete the fuel shut-off switch from engine starting system schematic.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 66

Title: Specification Administrative Change (Clarification of Starting System)

Origin: Convair initiated

Reason for Change: To clarify the intent of Paragraph 3.12.12, and to delete the fuel shut-off switch from engine starting system schematic.

Description of Change:

Page 45, Paragraph 3.12.12 STARTING SYSTEM:

In the fifth sentence, insert the word "manual" between "starting" and "control".

Delete the last sentence which reads as follows:

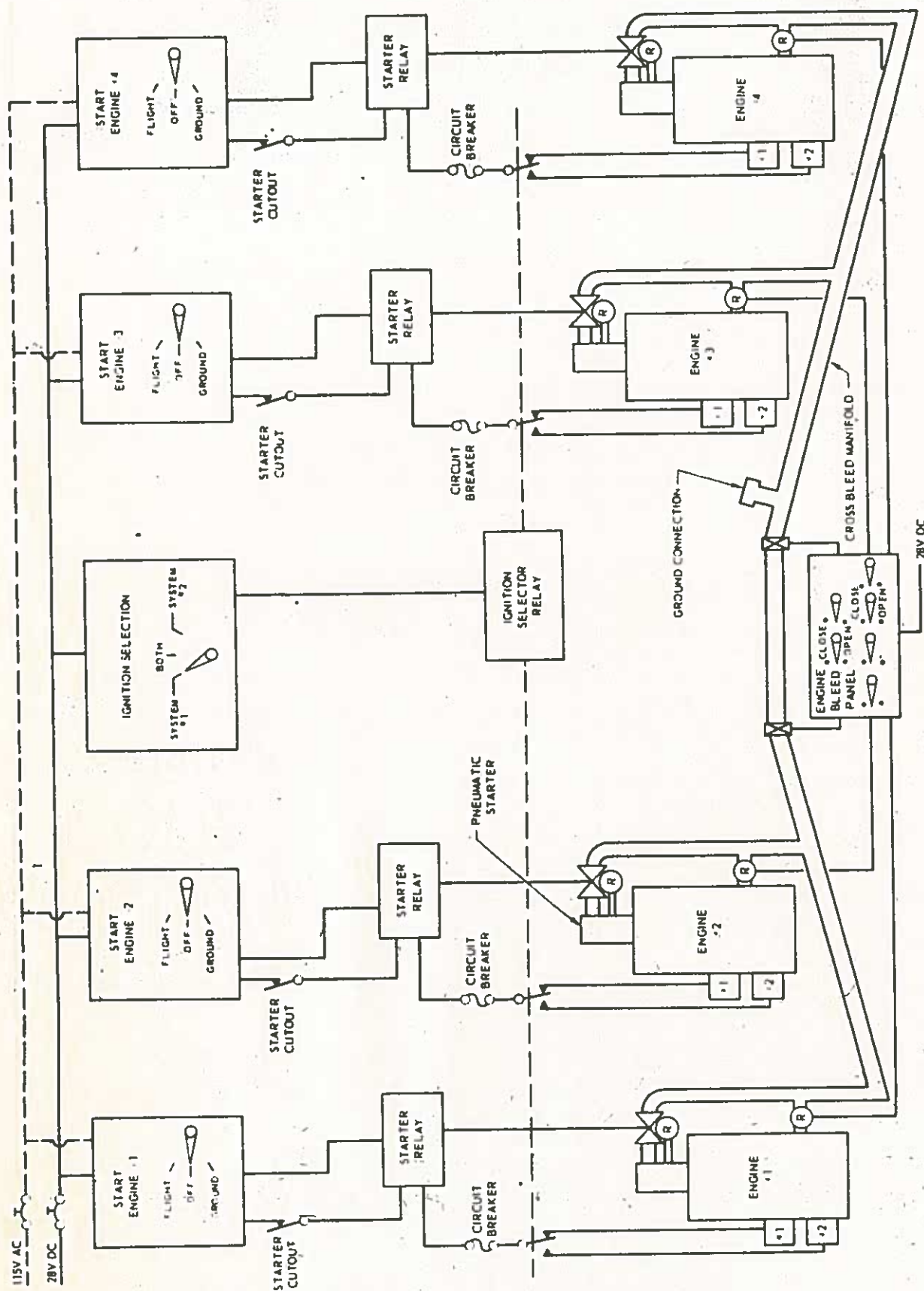
"The ignition shall be automatically armed whenever the fuel shutoff lever is moved forward from "OFF" position, which lever also opens the fuel shutoff valve on the engine."

Page 45a, ENGINE STARTING SYSTEM:

Replace above illustration in specification with Enclosure (A) which deletes the four fuel shutoff switches.

Enclosure: (A) One copy Page 45a - ENGINE STARTING SYSTEM (Revised)

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None



C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co. Ltd. MCL 61,098 DTD 26 April 1960

CHANGE NO: 65 MODEL: 30-6 (Convair "600")

TITLE: Powered Rudder and Additional Lateral Control, Installation of		
ORIGIN: Convair initiated		
REASON FOR CHANGE: To provide a full power rudder in lieu of the power boost system, and to provide additional lateral control.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	INCH LB.
+298.0 lbs	+298.0 lbs	+423,689
EFFECT ON GUARANTEED PERFORMANCE: * None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Powered Rudder and Additional Lateral Control, Installation of

Origin: Convair initiated

Reason for Change: To provide full power rudder in lieu of the power boost system, and to provide additional lateral control.

Description of Change:

Page 18, Paragraph 3.6.5 - RUDDER:

Revise the paragraph to read as follows:

"The powered rudder shall be of aluminum alloy or bonded honeycomb construction and hinged to brackets attached to the rear spar of the vertical stabilizer. A flight tab shall be installed to assist the pilots' control during emergency manual operation. A trim tab may be installed. The flight tab shall be mass balanced and designed to minimize the effect of snow and ice accumulation on tab effectivity, and pilot control forces during manual operation".

Page 30, Paragraph 3.10.1.3 - RUDDER SYSTEM:

Revise the paragraph to read as follows:

"The rudder shall be controlled by sets of rudder pedals provided for the pilot and copilot. The power for rudder actuation shall be supplied by both hydraulic systems. Emergency manual rudder actuation shall be provided by a cable operated flight tab. Each set of rudder pedals shall be adjustable fore and aft to accommodate pilots of different stature. A trim tab may be installed. Trim control may be accomplished by an irreversible trim tab operated by a control wheel on the pedestal".

Page 53a, HYDRAULIC SYSTEM:

Above illustration will be revised to show the effects of this change on Customer acceptance of this proposal.

Enclosure: (A) One copy of Page 3a - GENERAL ARRANGEMENT (Revised to show extended outboard spoilers)

Estimated Weight Empty:	+298.0 lbs
Effect on Balance:	+423,689 inch/lbs
Effect on Performance:	None
Effect on Payload:	-298.0 lbs

The following shall not appear in the specification language:

This proposal provides additional lateral control and powered rudder for the Model 30-6 airplane.

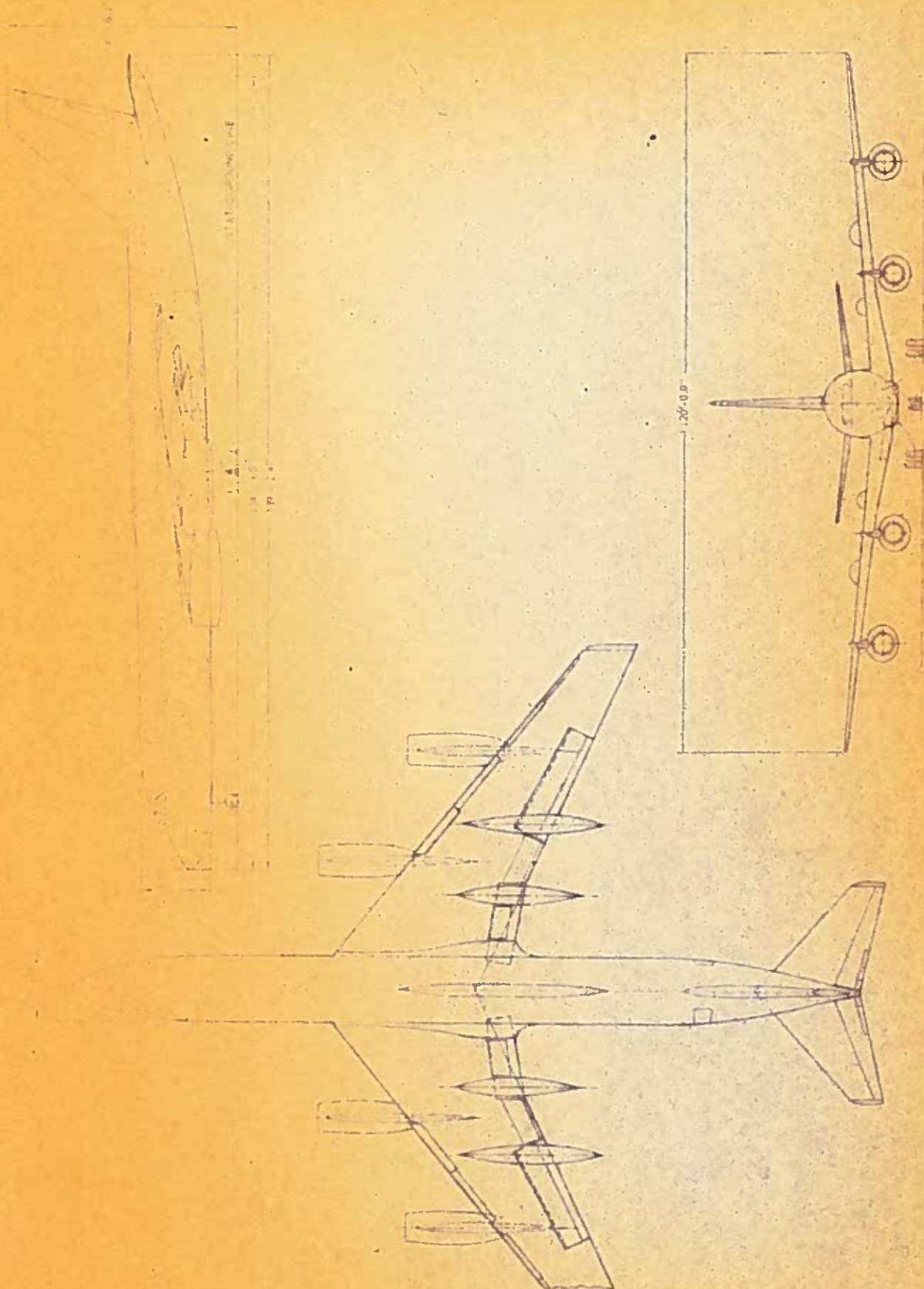
This additional lateral control will improve the effectiveness of the powered rudder by incorporating the following changes:

- a. Revise inboard spoiler hydraulic cylinder to provide added spoiler throw with approximately the same hinge moment.
- b. Revise the inboard spoiler valve to accommodate the added throw.
- c. Revise the outboard spoiler cylinder location as required to accommodate the longer span of the spoiler. Same throw and total hinge moment to be retained.
- d. Increase of inboard spoiler travel from 60 to 75 degrees. This will be accomplished by redesigning the valve follow-up linkage.
- e. Increase of outboard spoiler span 31 inches to provide 25% additional area. Rearrangement of the hydraulic actuators makes it necessary to move the valve and its linkage inboard.

Appendix I-C will be revised to show new parts and part numbers when the information is available.

CONVAIR: SD

Page 3a
Report No. ZD-30-013
Model 30



GENERAL ARRANGEMENT
SIDE VIEW

42616 7-31-60

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,026 DTD _____

CHANGE NO: 64

MODEL: 30-6 (Convair "600")

TITLE: **Specification Administrative Change (Inclusion of Radio Power Panel in Specification)**

ORIGIN: **Swissair request**

REASON FOR CHANGE: **As above**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	INCH LB.
0	0	

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

F. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 64

Title: Specification Administrative Change (Inclusion of Radio Power Panel in Specification)

Origin: Swissair request

Reason for Change: As above

Description of Change:

Page 74, Paragraph 3.17.1.1 - CONTROL PANELS:

Add the following item under "Description":

"Radio Power Panel"

Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following item under "CONTROL PANELS":

"1 Radio Power Panel

Gables

G-635"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,103 DTD 19 May 1960

CHANGE NO: 63

MODEL: 30-6 (Convair "600")

TITLE: Indicator, Weather Radar, Change from Convair to Buyer Furnished

ORIGIN: Swissair request

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
EXX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 63

Title: Indicator, Weather Radar, Change from Convair to Buyer Furnished

Origin: Swissair request

Reason for Change: As above

Description of Change:

Page 85, Paragraph 3.17.4.1 WEATHER PENETRATION AIRBORNE RADAR:

Revise the fourth sentence as follows:

From: "One range-azimuth indicator, conforming to ARINC Characteristic No. 529 with respect to size, shall be installed on the forward pedestal panel."

To: "One Buyer furnished range-azimuth indicator, conforming to ARINC Characteristic No. 529 with respect to size, shall be installed on the forward pedestal panel."

Revise the last sentence as follows:

From: "The indicator shall be equipped with a bright cathode ray tube."

To: "The indicator shall be equipped with a Buyer furnished bright cathode ray tube."

Page A-1, APPENDIX I-A, BUYER FURNISHED - CONVAIR INSTALLED:

Add the following item under "ELECTRONICS":

"1 Indicator (Weather Radar) RCA AVQ-10 15.5 lb"

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Delete the below item under "WEATHER RADAR":

"1 Indicator RCA AVQ-10"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,099 DTD _____

CHANGE NO: 62

MODEL: 30-6 (Convair "600")

TITLE: **Forward Double - Coat Closet, Alteration to**

ORIGIN: **Swissair request**

REASON FOR CHANGE: **As above**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
-1.0 lb	-1.0 lb	-460 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 62

Title: Forward Double-Coat Closet, Alteration to

Origin: Swissair request

Reason for Change: As above

Description of Change:

This proposal has no effect on specification language, and consists of installing a new forward partition on the forward double-coat closet and incorporating a forward face three inches shorter, extending to approximately BL-28. The aisle facing curtain will be altered to extend parallel with the center line of the aircraft to approximately BL-28.

The aft partition will have relocated inserts for header and relocated inserts for coat rod support beams. Existing coat rods will be replaced with shorter coat rods with new upper attachments and altered header to incorporate these attachments. Inboard trim will be modified as required.

Estimated Weight Empty:	-1.0 lb
Effect on Balance:	-460 inch/lb.
Effect on Payload:	+1.0 lb
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 61,100 DTD _____

CHANGE NO: 61

MODEL: 30-6 (Convair "600")

TITLE: **VHF Navigation System, Buyer in Lieu of Convair Furnished**

ORIGIN: **Swissair request**

REASON FOR CHANGE: **As above**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~XXXX~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,101 DTD _____

CHANGE NO: 60

MODEL: 30-6 (Convair "600")

TITLE: **H.F. Communication Equipment, Buyer in Lieu of Convair
Furnished**

ORIGIN: **Swissair request**

REASON FOR CHANGE: **As above**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~GROUND~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

**This CCP cancels and supersedes CCP
No. 12**

J. H. Shapiro
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 60

Title: H.F. Communication Equipment, Buyer in Lieu of Convair
Furnished

Origin: Swissair request

Reason for Change: As above

Description of Change:

Page 73, Paragraph 3.17.1 - EQUIPMENT:

Revise the first sentence as follows:

From: "The following radio and radar systems shall be furnished
And installed by Convair".

To: "The following radio and radar systems shall be furnished
and installed by Convair, except as otherwise noted".

Revise the below item under "Description" as follows:

From: "HF Communication System (Dual)"

To: "HF Communication System, Dual (Buyer Furnished)"

Page 73, Paragraph 3.17.1.1 - CONTROL PANELS:

Revise the first sentence as follows:

From: "The following Convair - Furnished radio and radar control
panels shall be installed".

To: "The following radio and radar control panels shall be fur-
nished and installed by Convair, except as otherwise noted".

On Page 74, revise the below item under "Description" as follows:

From: "HF Communication Control (2)"

To: "HF Communication Control (2, Buyer Furnished)"

Page A-1, APPENDIX I-A, BUYER FURNISHED - CONVAIR INSTALLED:

Add the following items under "ELECTRONICS"

"2	HF Transmitter-Receiver	Collins	618S-1	115.0 lb
2	HF Power Unit, (A-C Power Source)	Collins	416W-3	27.6 lb
2	HF Comm. Control Panels	Gables	G-607V	3.0 lb"

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 60

Page 2 of 2

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Delete the below items under "HF COMMUNICATION"

"2	Transmitter - Receiver	Collins	6188-1
2	Power Unit (AC Power Source)	Collins	416W-3"

Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

"2	HF Comm	Gables	G-607V"
----	---------	--------	---------

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,102 DTD _____
CHANGE NO: 59 MODEL: 30-6 (Convair "600")

CONVAIR, S.D. 0-1217A

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 59

Title: Vibrators, Altimeter, Installation of

Origin: Convair initiated

Reason for Change: To comply with FAA requirement, and for weight accounting.

Description of Change:

This proposal has no effect on specification language, which consists of installing altimeter vibrators as required in accordance with FAA requirement, and for weight accounting thereof.

Estimated Weight Empty:	+3.0 pounds
Effect on Balance:	+618 inch-pounds
Effect on Payload:	-3.0 pounds
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,097 DTD _____

CHANGE NO: 58

MODEL: 30-6 (Convair "600")

TITLE: Bearing Temperature Indicator, Cabin Air Compressor, Deletion of

ORIGIN: Convair initiated

REASON FOR CHANGE: See statement at end of this CCP.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~XXXX~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH L.B.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 58

Title: Bearing Temperature Indicator, Cabin Air Compressor,
Deletion of

Origin: Convair initiated

Reason for Change: See statement at end of this CCP.

Description of Change:

Page 48, Paragraph 3.14.1.4 SYSTEM OPERATOR'S INSTRUMENTS:

Delete the below item from the instrument list:

"Two cabin air compressor bearing temperature indicators"

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED INSTRUMENTS:

Delete the below item under "PRESSURIZATION, HEATING AND AIR CON-
DITIONING"

"2 Indicator, Cabin Supercharger
Bearing Temperature

Ham. Standard"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

Flight test data on the Model 22 program has disclosed that the cabin air compressor bearing temperature gage has consistently indicated "low", hard over on lower stop. The compressor vendor has stated that in the event the bearing temperature would increase, it would rise too rapidly due to failure to give the system operator time to secure the compressor before complete bearing failure occurred. The existing airflow and RPM gages may be used as a means of predicting impending compressor malfunction and/or failure.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,025 DTD _____

CHANGE NO: 57 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Paragraphs and Correction of Typographical Errors)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 57

Page 1 of 3

Title: Specification Administrative Change (Revision to Paragraphs and Correction of Typographical Errors)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 48, Paragraph 3.14.1.4 SYSTEM OPERATOR'S INSTRUMENTS:

Change: "Four fuel quantity indicators (main tanks)"

To: "Four fuel quantity indicators (main tanks calibrated in kg)"

Page 66, Paragraph 3.16.8.3.3 LIGHTING CONTROLS:

Change the reference paragraph in the last sentence as follows:

From: "(Reference 3.19.2.1.3)"

To: "(Reference 3.19.2.1.2)"

Page 68, Paragraph 3.16.8.5 EMERGENCY LIGHTING:

Delete entire paragraph and replace with the following:

"3.16.8.5 EMERGENCY EXIT LIGHTING: An emergency exit lighting system consisting of seven light assemblies shall be installed and shall be automatically connected to the battery whenever the normal dc power supply fails.

3.16.8.5.1 CONTROLS: A two-position "ON-OFF" switch shall be installed in the pilot compartment and labeled "EMERGENCY LIGHTS". A two-position "ON-OFF" switch labeled "EMERGENCY LIGHTS" shall be installed at each cabin attendant's station. When in the "ON" position either switch shall connect the emergency exit lighting system to the normal airplane dc supply. A deceleration switch shall also be used to energize the emergency lighting system in the event of emergency landing decelerations independent of the position of normal control switches.

3.16.8.5.2 EMERGENCY EXIT LIGHTING (OVERWATER): An overwater emergency exit lighting system shall be installed consisting of seven independent light assemblies incorporating self-contained batteries. Six shall be installed

at the emergency exits and one in the pilot's compartment. Lights shall be automatically energized whenever the airplane battery power supply fails. Lights may be switched off during normal shut down or switched on for test at the light units.

3.16.8.5.3 CONTROLS: A two-position "ON-OFF" switch shall be installed in the pilot's compartment and labeled "EMERGENCY LIGHTS" (see 3.16.8.5.1). When in the off position the automatic operation shall not be affected".

Page 71, Paragraph 3.16.11.4.1 - PASSENGER CALL SWITCHES:

Change the reference paragraph in the last sentence as follows:

From: "(Reference 3.19.2.1.3)"

To: "(Reference 3.19.2.1.2)"

Page 80, Paragraph 3.17.2.3.4 - SERVICE INTERPHONE:

Correct spelling in the second sentence as follows:

From: "Drainking"

To: "Drinking"

Page 93a, LAVATORY FLUSHING TOILET WATER SYSTEM

Revise above illustration to correct pump and check valve call out.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 57

Page 3 of 3

Page 101, Paragraph 3.19.5.2 COMPONENTS:

Revise first sentence as follows:

From: "System components shall be comprised of regulators, valves, pressure gages, metering orifice valve, tubing, Customer-furnished mask assemblies and four 73-cubic foot oxygen cylinders*."

To: "System components shall be comprised of regulators, valves, pressure gages, metering orifice valve, tubing, mask assemblies and four 73-cubic foot oxygen cylinders*."

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the second item under "Kollsman Integrated Flight Instrument System - Type KS-86:

From: "2 Altimeter and Scale Error
Correction Set Kollsman A32647-10-001"

To: "*2 Altimeter and Scale Error
Correction Set Kollsman A32647-10-001"

Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

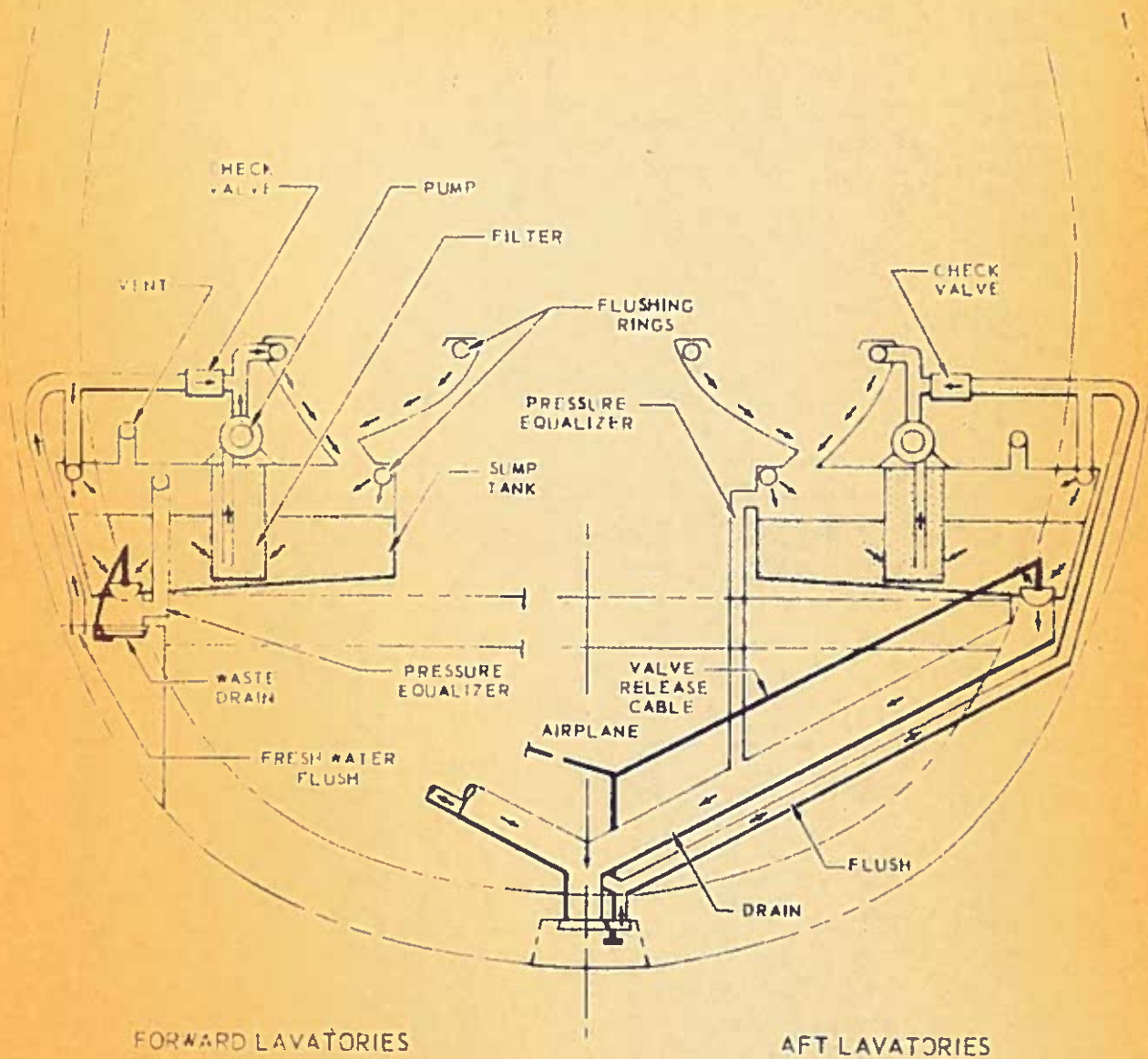
Under control panels add the following item:

"1 Radio Power Switch Gables G-635"

Enclosure (A): One copy of the following illustration:

"Lavatory Flushing Toilet Water System"

Effect on Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None



LAVATORY FLUSHING TOILET WATER SYSTEM

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 56

Title: Specification Administrative Change (Clarification of Auxiliary Fuel Gage, Hydraulic Recline Locks and Air Conditioning Language)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 42, Paragraph 3.12.9.9.2 AUXILIARY FUEL GAGES:

Revise the last sentence as follows:

From: "A center section fuel quantity indicator shall be included on each refueling panel."

To: "A center section fuel quantity indicator shall be included on the left hand refueling panel."

Page 88, Paragraph 3.19.1.1.4 PASSENGER SEATS:

Add the following to the end of the paragraph:

"Each passenger seat shall be equipped with a hydraulic recline lock."

Page 107, Paragraph 3.20.1.9 AIR DISTRIBUTION:

Add the following after the second sentence:

"The forward compartment shall be defined as that area between Station 500 and the class dividers."

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

The following shall not appear in the specification language:

The revision to Paragraph 3.12.9.9.2 will permit the indicator monitoring at one point during the refueling operation of the center section fuel tanks.

The revision to Paragraph 3.19.1.1.4 will reinstate the sentence, covering passenger seat hydraulic recline locks, which was inadvertently deleted in CCP No. 5 (Revision to Seat Back Movement Pressure)

The revision to Paragraph 3.20.1.9 defines more accurately the limits of the forward compartment as concerns air distribution.

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,096 DTD Revised 5 May 1960

CHANGE NO.: 55 MODEL: 30-6 (Convair "600")

TITLE: Buffet Power, Change to Distribution of

ORIGIN: Swissair requested

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 0	OPER. WT. EMPTY 0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____ AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:
 RECURRING: _____
 NON-RECURRING: _____
 TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Buffet Power, Change to Distribution of

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 69, Paragraph 3.16.10.1 - BUFFET:

Add the following to the end of the paragraph:

"For forward buffets, the airplane power shall be connected to No. 2 buffet and from that source be distributed to No. 1 buffet. For aft buffets, the airplane power shall be connected to No. 3 buffet and from that source be distributed to No. 4 and No. 6 buffets".

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

The following shall not appear in the specification language:

This proposal will include deletion of three 15-ampere limiters, six 10-ampere limiters and six 30-ampere limiters and blocks; and replacing with six 40-ampere limiters and blocks.

Limiter nameplates will be changed to read "40-AMPERES".

In addition to the above, water and electrical connections will be relocated for Buffets No. 2 and No. 3 to mate with the locations incorporated on these buffets by the manufacturer.

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,094 DTD 1 April 1960

CHANGE NO: 54

MODEL: 30-6 (Convair "600")

TITLE: Audio Volume Control, Pilot Compartment, Installation of

ORIGIN: Swissair/Convair Coordination Meetings on 23 March 1960

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~OPER.~~ WT. EMPTY

OPER. WT. EMPTY

+1.0 lb

+1.0 lb

+240

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

F. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 54

Title: Audio Volume Control, Pilot Compartment, Installation of

Origin: Swissair/Convair Coordination Meetings on 23 March 1960.

Reason for Change: Customer request

Description of Change:

Page 80, Paragraph 3.17.2.3.3 - PILOT COMPARTMENT SPEAKERS:

Revise the first sentence as follows:

From: "Two speaker units shall be installed within the pilot compartment and shall provide independent operation for both pilot and copilot".

To: "Two speaker units, with audio volume control and integral "ON-OFF" switch, shall be installed within the pilot compartment and shall provide independent operation for both pilot and copilot".

Estimated Weight Empty: +1.0 lb
Effect on Balance: +240 inch/lb
Effect on Payload: -1.0 lb
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,093 DTD 1 April 1960

CHANGE NO: 53

MODEL: 30-6 (Convair "600")

TITLE: Pictorial Deviation Indicator, Change of

ORIGIN: Swissair/Convair Meetings on 23 March 1960

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
OPER. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 53

Title: Pictorial Deviation Indicator, Change of

Origin: Swissair/Convair Meetings on 23 March 1960.

Reason for Change: Customer request

Description of Change:

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "SPERRY FLIGHT NAVIGATION SYSTEM"
as follows:

<u>From:</u>	"*2 Ind., Pictorial Deviation (R-1)	Sperry	1777211-621"
<u>To:</u>	"*2 Indicator Pictorial Deviation (R-1)	Sperry	1777211-623"

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,078 DTD 13 November 1959

CHANGE NO: 52

MODEL: 30-6 (Convair "600")

TITLE: Oster In-Flight Monitor System, Installation of

ORIGIN: Swissair requested

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~XXXX~~ WT. EMPTY

OPER. WT. EMPTY

+39.0 lbs

+39.0 lbs.

+11,786

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. A. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Oster In-Flight Monitor System, Installation of

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 47, Paragraph 3.14.1.1 PILOT'S INSTRUMENTS:

Revise the below item in the instrument list as follows:

From: "*One airspeed/angle of attack indicator"

To: "*One indicator, airspeed (incorporating command speed index)"

Page 47, Paragraph 3.14.1.2 COPILOT'S INSTRUMENTS:

Revise the below item in the instrument list as follows:

From: "*One airspeed/angle of attack indicator"

To: "*One indicator, airspeed (incorporating command speed index)"

Page 48, Paragraph 3.14.1.5 MISCELLANEOUS INSTRUMENTS:

Add the following item to the miscellaneous instrument list:

"One computer (climb, range-cruise-endurance and approach system)"

Page 52, add the following new paragraph to the page, after Paragraph 3.14.3.7:

"3.14.3.8 CLIMB, RANGE-CRUISE-ENDURANCE, APPROACH AND SAFE TAKEOFF INDICATION SYSTEM: A climb, range-cruise-endurance approach and safe takeoff indication system shall be installed to indicate the following to the pilot:

- a. The best climb and approach speed modes.
- b. In the cruise mode, indicate range and flight time remaining for the various types of cruise conditions.
- c. Safe takeoff, to indicate the takeoff progress to the pilots' and to indicate the existence of a malfunction which could prevent the airplane from achieving a safe takeoff speed."

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "KOLLSMAN INTEGRATED FLIGHT INSTRUMENT SYSTEM" as follows:

<u>From:</u>	"*2 Indicator Airspeed/Angle of Attack	Kollsman"	
<u>To:</u>	"*2 Indicator, Airspeed (incorporating command speed index)	Kollsman	(P/N to be supplied)"

Revise the below item under "ENGINE INSTRUMENTS - FUEL SYSTEM" as follows:

<u>From:</u>	"*1 Indicator, Fuel Quantity Totalizer	Lewis	162C25"
<u>To:</u>	"*1 Indicator, Fuel Quantity Totalizer	Simmonds	393013-04843"

Add the following items under "KOLLSMAN INTEGRATED FLIGHT INSTRUMENT SYSTEM:

"1 Accelerometer (with switch)	Oster	(P/N to be supplied)
1 Computer	Oster	9823-06
1 Altitude Transducer	Oster	AX 112-0000-000
1 Control Panel (Climb, range-cruise-endurance and approach system)	Oster	(P/N to be supplied)"

Estimated Weight Empty:	+39.0 lbs
Effect on Balance:	+11,786 inch-lb.
Effect on Payload:	-39.0 lbs
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,088 DTD 18 March 1960

CHANGE NO: 51

MODEL: 30-6 (Convair "600")

TITLE: **Ventilation, Buffet Area, Alteration of**

ORIGIN: **Swissair requested**

REASON FOR CHANGE: **As above**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 51

Title: Ventilation, Buffet Area, Alteration of

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 111, Paragraph 3.20.3.1 DESIGN DIFFERENTIAL PRESSURE:

Revise the third sentence as follows:

From: "Loss of any single source of pressurized air shall not prevent maintaining cabin differential pressure of 8.2 psi with the airplane at 35,000 feet and any two engines at cruise speed."

To: "It shall be possible to maintain 8.2 psi differential pressure with one compressor unit at 35,000 feet with any two engines at cruise power plus emergency bleed air being supplied from the two-engine bleed air source."

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

The following shall not appear in the specification language:

This proposal consists of increasing the exhausted air volume in the No. 1 and No. 2 buffet area and in the No. 3 and No. 4 buffet area by approximately 100 percent, and deletes all exhaust air provisions in the No. 5 and No. 6 buffet area.

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,090 DTD 24 March 1960

CHANGE NO: 50

MODEL: 30-6 (Convair "600")

TITLE: Autopilot and Integrated System Switching, Change of

ORIGIN: Swissair requested on 23 March 1960

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 50

Title: Autopilot and Integrated Switching, Change of

Origin: Swissair requested on 23 March 1960

Reason for Change: As above

Description of Change:

Page 49a, RADIO INSTRUMENTATION DIAGRAM:

Replace above illustration in specification with Enclosure (A) which shows reverse order of switching for Autopilot and Flight Director.

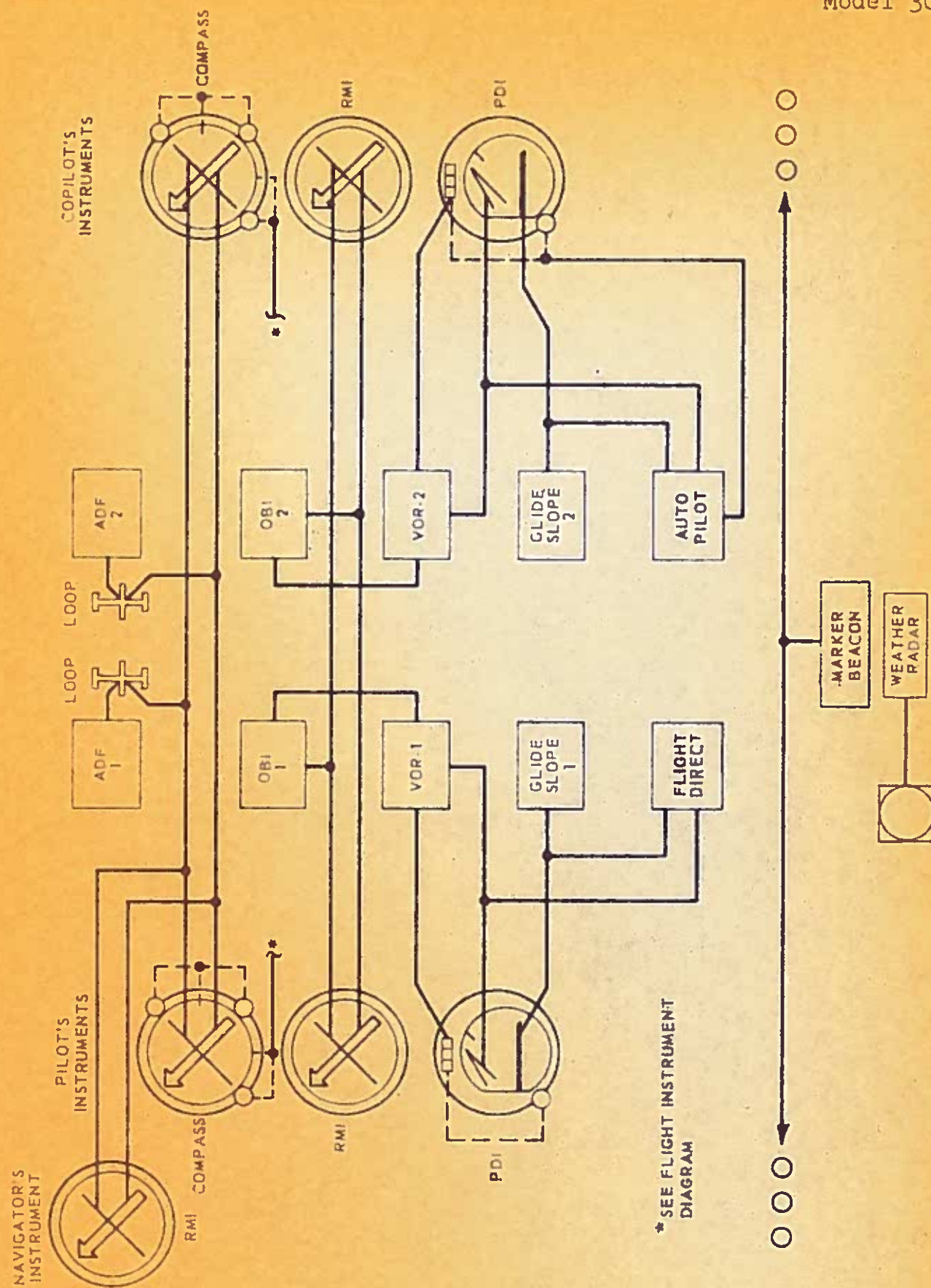
Page 49b, FLIGHT INSTRUMENTATION DIAGRAM:

Replace above illustration in specification with Enclosure (B) which shows reverse order of switching for Autopilot and Flight Director.

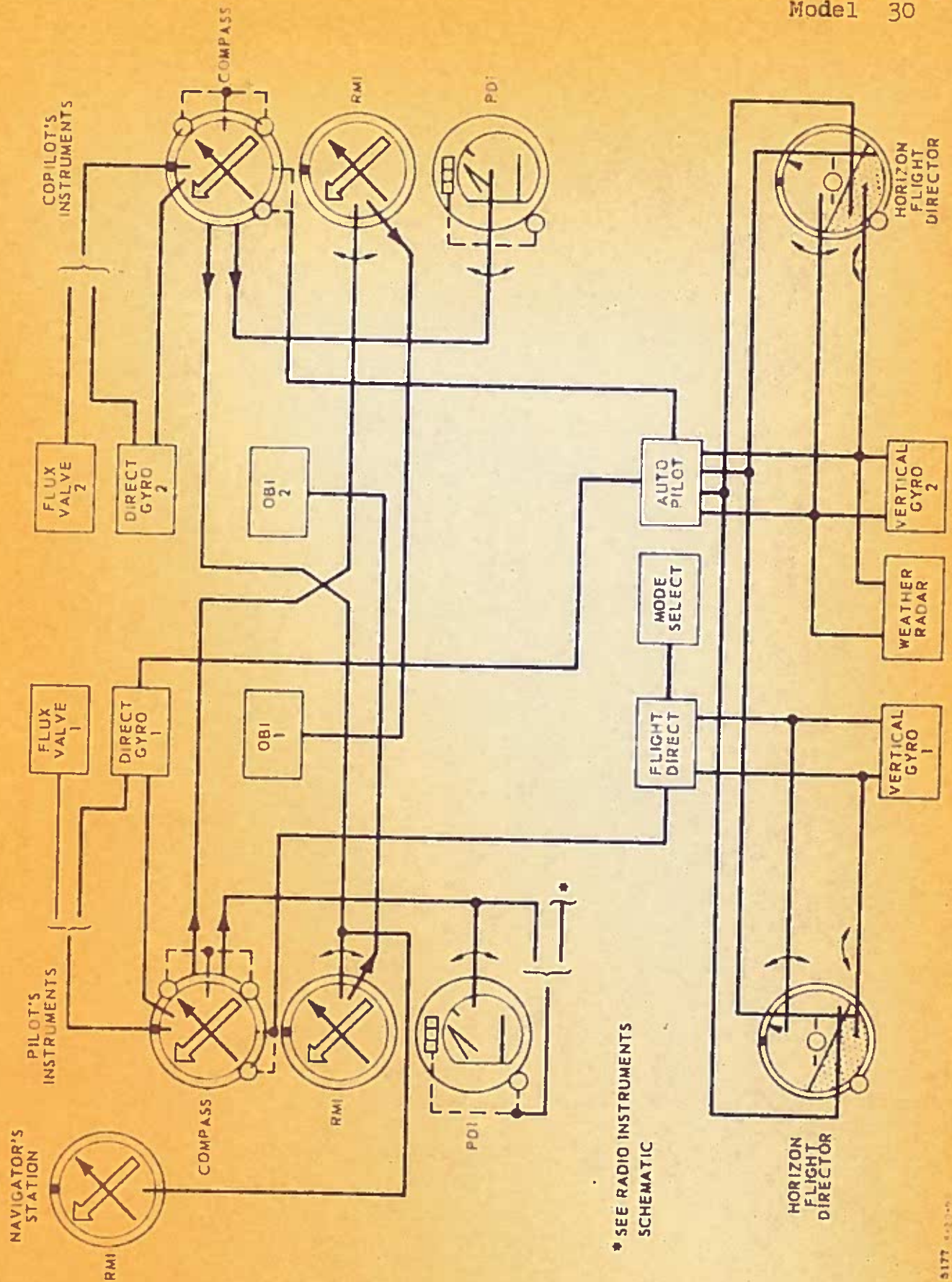
Enclosures: (A) One copy Page 49a, RADIO INSTRUMENTATION DIAGRAM
(Revised)

(B) One copy Page 49b, FLIGHT INSTRUMENTATION DIAGRAM
(Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload:
Effect on Performance None



RADIO INSTRUMENTATION DIAGRAM
SWISSAIR



* SEE RADIO INSTRUMENTS SCHEMATIC

FLIGHT INSTRUMENTATION DIAGRAM
SWISSAIR

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,091 DTD 29 March 1960

CHANGE NO: 49A

MODEL: 30-6 (Convair "600")

TITLE: Removable Shelf Stowage, Buffet, Installation of

ORIGIN: Request by H. P. SCHULTHESS of Swissair on 29 March 1960

REASON FOR CHANGE: Customer request, and revision to CCP No. 49.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
+2.0 lb	+2.0 lb	+1,790 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	<i>J. H. Sharp</i> ENGINEERING APPROVAL
--	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	--

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 49A

Title: Removable Shelf Stowage, Buffet, Installation of
Origin: Request by H. P. SCHULTHESS of Swissair on 29 March 1960
Reason for Change: Customer request, and revision to CCP No. 49
Description of Change:

Page 94, Paragraph 3.19.2.3 COAT STOWAGE:

Insert the following after the second sentence:

"Stowage provisions shall be made for two each removable buffet shelves on the aft face of the forward partition of the coat compartment just aft of the lounge, and on the forward face of the aft partition of the aft coat compartment."

Estimated Weight Empty:	+2.0 pounds
Effect on Balance:	+1,790 inch-pounds
Effect on Payload:	-2.0 pounds
Effect on Performance:	None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,075 DTD Revised 24 March 1960

CHANGE NO: 47B

MODEL: 30-6 (Convair "600")

TITLE: Relocation of Fan Tachometer, Engine Pressure Ratio and Exhaust Temperature Indicators

ORIGIN: Swissair request on 23 March 1960

REASON FOR CHANGE: To increase utility of engine pressure ratio indicators, and revision to CCP No. 47 per Swissair request, and revision to CCP No. 47A to include overspeed warning lights.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
2000 WT. EMPTY	OPER. WT. EMPTY	
+5.0 lb	+5.0 lb	+3,850 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Relocation of Fan Tachometer, Engine Pressure Ratio and Exhaust Temperature Indicators

Origin: Swissair request on 23 March 1960

Reason for Change: To increase utility of engine pressure ratio indicators, and revision to CCP No. 47 per Swissair request, and revision to CCP No. 47A to include overspeed warning lights.

Description of Change:

Page 35, Paragraph 3.12.4.3 TACHOMETER GENERATORS:

Add the following to the end of the paragraph:

"A warning light shall be installed on the pilots' center instrument panel for each fan tachometer to indicate overspeeding."

Page 47a, PILOT'S AND COPILOT'S INSTRUMENT PANEL:

Above illustration will be revised to show engine pressure ratio indicators in the positions now occupied by the exhaust temperature indicators, and the exhaust temperature indicators in the position now occupied by the fan tachometer indicators.

Page 48, Paragraph 3.14.1.3 CENTER PANEL INSTRUMENTS:

Delete the below item from the instrument list:

"*Four fan tachometer indicators"

Add the following item to the instrument list:

"*Four engine pressure ratio indicators"

Page 48, Paragraph 3.14.1.4 SYSTEM OPERATOR'S INSTRUMENTS "

Delete the below item from the instrument list:

"Four thrust indicators"

Add the following item to the instrument list:

"Four engine fan tachometer indicators"

Page A-5, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT"

Under "ENGINE INSTRUMENTS - GENERAL":

Delete the asterisk before "4 Indicator, Tachometer (Fan)"

Add the following item to the instrument list:

"4 Transmitters, Engine Pressure Ratio System	Minneapolis Honeywell	(P/N to be supplied)
--	--------------------------	-------------------------

Revise the below item in the instrument list as follows:

From: "4 Indicator, Thrust"

<u>To:</u> "*4 Indicators, Engine Pressure Ratio	U. S. Gauge	(P/N to be supplied)
---	-------------	-------------------------

Estimated Weight Empty:	+5.0 pounds
Effect on Balance:	+3,850 inch-pounds
Effect on Payload:	-5.0 pounds
Effect on Performance:	None

The following shall not appear in the specification language:

The Minneapolis-Honeywell "Engine Pressure Ratio System" is five pounds heavier than the weight allowed for the basic system.

The relocation of the engine pressure ratio indicators to the Center Panel requires that these instruments be integrally lighted. The relocation of the fan tachometer indicators to the system operator's station eliminates the need for these instruments to be integrally lighted.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 30-013 DATE: _____
 CUSTOMER Swissair Transport Co., Ltd. MCL 61,023 DTD _____
 CHANGE NO. 46 MODEL: 30-6 (Convair "600")

TITLE Specification Administrative Change (Revision to Soundproofing)

ORIGIN Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

~~XXXX~~ WT. EMPTY

OPER. WT. EMPTY

0

0

0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

R. L. Lorne

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

FORM 1-57 (2-57) (4-57) (1-58)

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 46

Title: Specification Administrative Change (Revision to Sound-proofing)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 98, Paragraph 3.19.3.4 SOUNDPROOFING:

Revise the second sentence under "Noise Level Guarantee" as follows:

From: "The average SIL of these four stations shall not exceed 67 decibels, with a tolerance of two decibels, when the passenger compartment is finished in accordance with the Convair Basic Finish Specification."

To: "The average SIL of these four stations shall not exceed 67 decibels with a tolerance of two decibels."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,022 DTD _____
CHANGE NO: 45 MODEL: 30-6 (Convair "600")

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

None

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINE

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING:

TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 45

Title: Specification Administrative Change (Change to Landing Light Extension and Retraction)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 63, Paragraph 3.16.8.1.2 LANDING LIGHTS:

Revise the last sentence as follows:

From: "Landing lights shall be capable of extension at 250 knots."

To: "The structural operating limit of landing light extension shall be 340 knots, and shall be so indicated by a placard."

Page 63, Paragraph 3.16.8.1.2.1 CONTROL:

Delete the last sentence which reads as follows:

"A pressure switch shall be installed in the pitot-static system to provide automatic retraction of the landing lights at speeds above approximately 250 knots."

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,021 DTD _____

CHANGE NO: 44

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Miscellaneous Electronic System Revisions)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
INDEX WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES: .



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:
RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 44

Page 1 of 2

Title: Specification Administrative Change (Miscellaneous Electronic System Revisions)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 73, Paragraph 3.17.1 EQUIPMENT:

Revise the below item under "Provisions for the following systems shall be made" as follows:

From: "Single Doppler Navigation System including Doppler Computer, Mark I"

To: "Doppler Navigation System, ARINC 540, including Doppler Computer MARK I, ARINC 543"

Revise the below items under "Space provisions for the following system shall be made" as follows:

From: "Doppler Navigation System (2nd System) without Mark I Computer
Air Traffic Control Signal System (ATCSS) (1/2 ATR unit)"

To: "Doppler Navigation System, ARINC 540, without Mark I Computer
Automatic Ground Air Control System (AGACS) (1/2 ATR unit)"

Page 76, Paragraph 3.17.1.3.9 ARINC COMPLIANCE:

Change the period at the end of the paragraph to a comma, and add the following:

"to the extent established by vendor requirements."

Page 77, Paragraph 3.17.1.5 RADIO AND ELECTRONIC EQUIPMENT COMPARTMENT:

Revise the eighth sentence as follows:

From: "Metal shock mounts may be used throughout; shall be readily removable from structure and shall be of the nondeteriorating type."

To: "Isolation shock mounts may be used throughout and shall be readily removable from structure."

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 44

Page 2 of 2

Page 77, Paragraph 3.17.1.6 RADIO JUNCTION PANELS:

In the last sentence, change the comma after "removed" to a period and delete the remainder of the sentence "(and shall provide for removal of broken studs without disturbing adjacent wiring.)"

Page 85, Paragraph 3.17.4.2.1 CONTROL:

Revise the paragraph to read as follows:

"One dual-ATC Transponder Beacon control shall be provided on the forward pedestal."

Page 86, Paragraph 3.17.5 STATIC DISCHARGERS:

Change the period at the end of the paragraph to a comma, and add the following:

"if testing discloses necessity thereof."

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Payload:	0
Effect on Performance:	None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,020 DTD _____

CHANGE NO: 43

MODEL: 30-6 (Convair "600")

TITLE: **Specification Administrative Change (Clarification of Fuel System Language)**

ORIGIN:

REASON FOR CHANGE: **To clarify the intent of the specification.**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Clarification of Fuel System Language)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 38, Paragraph 3.12.9.2.1 - TRANSFER PUMPS:

Delete the first and second sentences and substitute the following:

"Transfer pumps shall be located, as shown in accompanying illustration, in each main compartment to supply the boost pump baffle area, in each inboard replenishing compartment and in each anti-shock body compartment to supply the corresponding main compartment. Check valves shall also be provided to permit flow by gravity from replenish compartment to main compartment and also from main compartment to boost pump baffle area".

Page 39, Paragraph 3.12.9.5.1 - VENT SYSTEM OPERATING LIMITS:

Revise the first sentence to read as follows:

"The vent system shall be designed to:

- a. Maintain differential pressure of the integral tanks between the limits of +3.0 psi maximum and -2.0 psi minimum.
- b. Maintain internal differential pressure of the wing center section fuel cells between the limits of +3.5 psi maximum and -0.5 psi minimum".

Page 41, Paragraph 3.12.9.7.3 - EMERGENCY SHUTOFF VALVES:

Revise the first sentence to read as follows:

"An emergency fuel shutoff valve for each engine fuel supply system shall be located on the rear spar in an area protected against damage resulting from a wheels-up landing".

Page 41, Paragraph 3.12.9.7.5 - FUEL CROSS-FEED VALVES:

Add the following to the end of paragraph:

"The valves shall incorporate means to electrically indicate "in transit" positions. The indicator lights shall be "OFF" when the valves are fully closed".

Page 41, Paragraph 3.12.9.7.7 - LEVELING SHUTOFF VALVES:

Delete the period at the end of paragraph, and add the following:
"for each tank system".

Page 41, Add the following new paragraphs after Paragraph 3.12.9.7.8:

"3.12.9.7.9 DEFUEL VALVES: Two defuel valves shall be controlled from the pilot compartment. These valves shall be electrically actuated and be located between the engine crossfeed line and the refuel manifolds. Means for electrical indication of opening shall be incorporated in each valve by means of an indicator light which shall be "ON" when the valve is open".

"3.12.9.7.10 REFUEL SELECTOR VALVE: A selector valve shall be installed in the refuel line to isolate the center section auxiliary tank. This valve shall be electrically actuated. Means for electrical indication of opening shall be incorporated in the valve by means of an indicator light which shall be "ON" when the valve is open".

Page 43, Paragraph 3.12.9.13.2 - EMERGENCY REFUELING:

Revise the first sentence to read as follows:

"Flush-type fillers, three inches in diameter, shall be provided on the wing upper surface and in each anti-shock body compartment for each integral fuel tank system and on the wing upper surface adjacent to the fuselage left hand side only for the auxiliary center section tank".

Revise the last sentence to read as follows:

"Means shall be provided adjacent to each filler for connecting a ground wire from the refueling nozzle".

Page 100, Paragraph 3.19.4.1.2 - SHUTOFF VALVES:

Revise the paragraph to read as follows:

"Shutoff valves, electrically actuated by one handle located in the pilots' compartment, shall be provided for the fuel, hydraulic and bleed air systems of each engine. (Reference: 3.12.9.7.3, 3.15.1.6 and 3.16.16.)"

Estimated Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,086 DTD 8 February 1960
 CHANGE NO: 42A MODEL: 30-6 (Convair "600")

TITLE: Controller, Automatic Pilot, Change of

ORIGIN: Mutual agreement of Swissair/Convair

REASON FOR CHANGE: To improve Autopilot warning system, and revision to CCP No. 42

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 42A

Title: Controller, Automatic Pilot, Change of

Origin: Mutual agreement of Swissair/Convair

Reason for Change: To improve Autopilot warning system, and revision
to CCP No. 42.

Description of Change:

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "AUTO PILOT TYPE SP-30"

"1 Automatic Pilot Controller Sperry 1776001-6"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

The intent of this proposal is to provide a controller incorporating a feature which will permit the auto-pilot warning light to remain illuminated, after the auto-pilot has been disengaged, until extinguished by the warning light manual switch.

CONVAIR

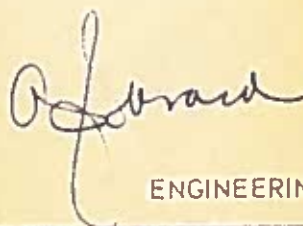
A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: 2D-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,019 DTD _____

CHANGE NO: 40A MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Interchangeability List)		
ORIGIN: Convair initiated		
REASON FOR CHANGE: To clarify the intent of the specification, and revision to CCP No. 40.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY O	OPER. WT. EMPTY O	O INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____	

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 40A

Title: Specification Administrative Change (Revision to Interchangeability List)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification, and revision to CCP No. 40.

Description of Change:

Page 116, Paragraph 3.23.2 EQUIPMENT INTERCHANGEABILITY:

Revise the below item under "a. Interchangeable Parts (Cont)" as follows:

From: "Crew and Passenger Seat and Back Cushions and Arm Rest Covers"

To: "Crew Seat Bottom Cushions and Arm Rests
Passenger Seat Bottom Cushions and Arm Rest Caps"

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,019 DTD _____

CHANGE NO: 40 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Interchangeability List)

ORIGIN: Convair initiated.

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 40

Title: Specification Administrative Change (Revision to Interchangeability List)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 116, Paragraph 3.23.2 EQUIPMENT INTERCHANGEABILITY:

Revise the below item under "a. Interchangeable Parts (Cont)" as follows:

From: "Crew and Passenger Seat and Back Cushions and Arm Rest Covers"

To: "Crew Seat Bottom Cushions
Passenger Seat and Back Cushions and Arm Rest Caps"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performande: None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,018 DTD _____

CHANGE NO: 39

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Pilots' Instrument Panel)

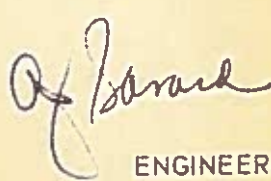
ORIGIN: Convair initiated

REASON FOR CHANGE: To relocate leading edge device indicator lights, adjacent flaps indicator, aileron droop in-transit light, landing and flap warning cut-off switch and flap position indicator to improve pilots' vision of indicator lights in this location when landing gear control lever is in down position.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
QUANTITY WT. EMPTY 0	OPER. WT. EMPTY 0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL	
ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd
Change No. 39

Title: Specification Administrative Change (Revision to Pilots' Instrument Panel)

Origin: Convair initiated

Reason for Change: To relocate leading edge device indicator lights, adjust flaps indicator, aileron droop in-transit light, landing and flap warning cut-off switch and flap position indicator to improve pilots' vision of indicator lights in this location when landing gear control lever is in down position.

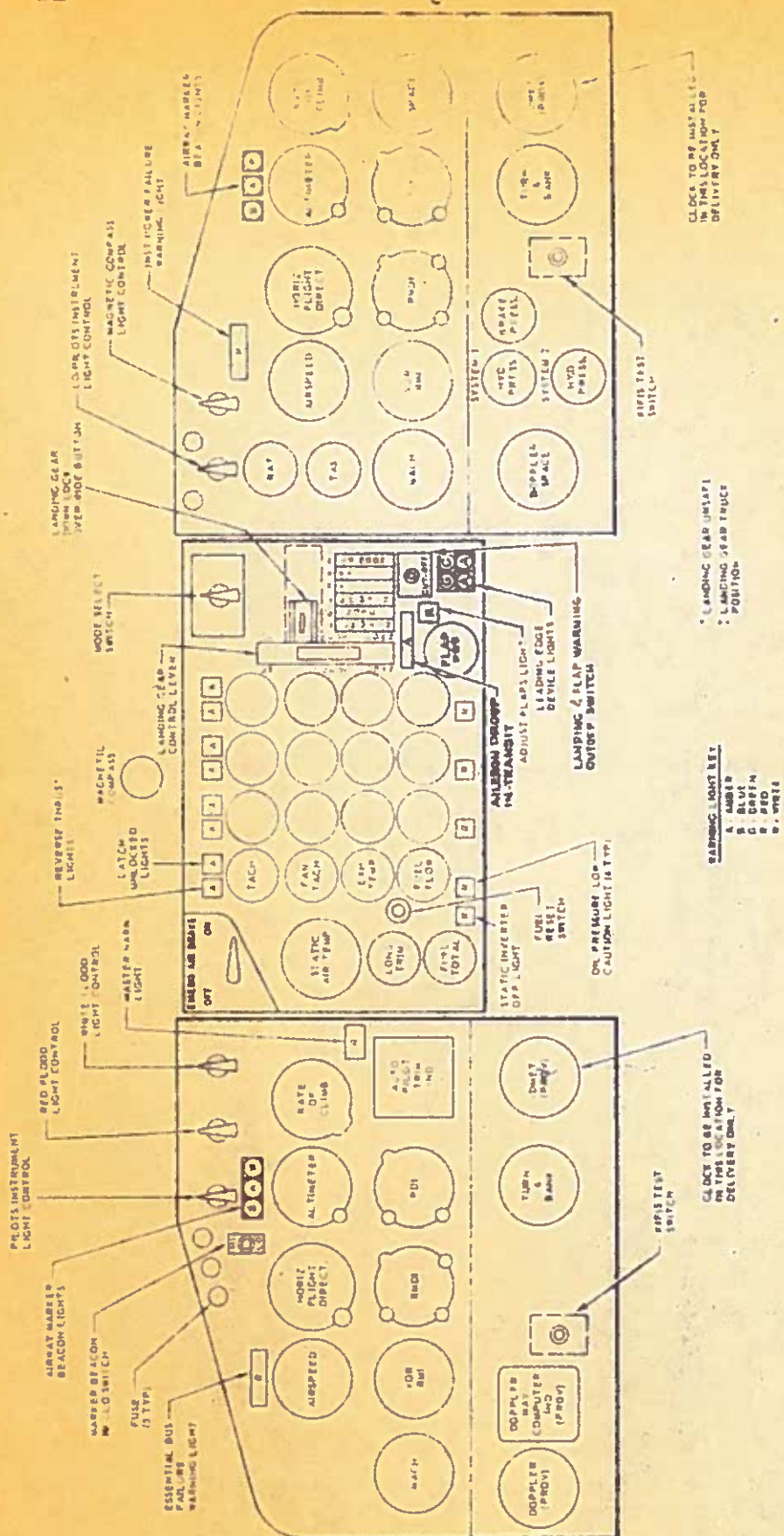
Description of Change:

Page 47a - PILOT'S AND COPILOT'S INSTRUMENT PANEL:

Replace above illustration with Enclosure (A) which shows subject changes.

Enclosure: (A) Page 47a - PILOT'S AND COPILOT'S INSTRUMENT PANEL
(Revised)

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None
Effect on Payload: 0



**PILOT'S AND CO PILOT'S INSTRUMENT PANELS
SWISSAIR**

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,080 DTD 8 December 1959
CHANGE NO: 38 MODEL: 30-6 (Convair "600")

TITLE: Spacers for Adjustable Hat Rack, Provision of as Loose Equipment

ORIGIN. Swissair/Convair Meeting on 7 December 1959

REASON FOR CHANGE: Customer request

EFFECT ON BALANCE *

OPER. WT. EMPTY

Loose Equipment

Loose Equipment

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Edward
ENGINEERING

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING:

NON-RECURRING:

TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 38

Title: Spacers for Adjustable Hat Rack, Provision of as Loose Equipment

Origin: Swissair/Convair Meeting on 7 December 1959

Reason for Change: Customer request.

Description of Change:

This proposal has no effect on specification language, and consists of the following:

PART "A"

Provide the following items as loose equipment, in amounts specified by Customer, for alternate use with adjustable hat rack (Reference: Paragraph 3.19.3.7):

1. Hat rack panel approximately 47 inches long.
2. Additional tension strut.
3. Trim panel, to enclose tension strut.
4. Scuff panel approximately 47 inches long, notched to fit the additional tension strut.

PART "B"

Provide the following items as loose equipment, in amounts specified by Customer, for alternate use with adjustable hat rack (Reference: Paragraph 3.19.3.7):

1. Hat rack panel approximately 54 inches long.
2. Additional tension strut.
3. Trim panel, to enclose tension strut.
4. Scuff panel approximately 54 inches long, notched to fit the additional tension strut.

Effect on Weight Empty:	Loose Equipment (No weight empty effect)
Effect on Balance:	Loose Equipment
Effect on Performance:	None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,087 DTD _____

CHANGE NO. 37

MODEL: 30-6 (Convair "600")

TITLE: Rug Installation on Seat Floor Track, and Ratchet Foot Rest Revision

ORIGIN: Convair initiated

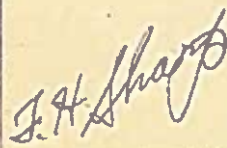
REASON FOR CHANGE: Weight adjustment

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+18.0 lb	+18.0 lb	+14,616 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____ AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 37

Title: Rug Installation on Seat Floor Track, and Ratchet Foot Rest
Revision

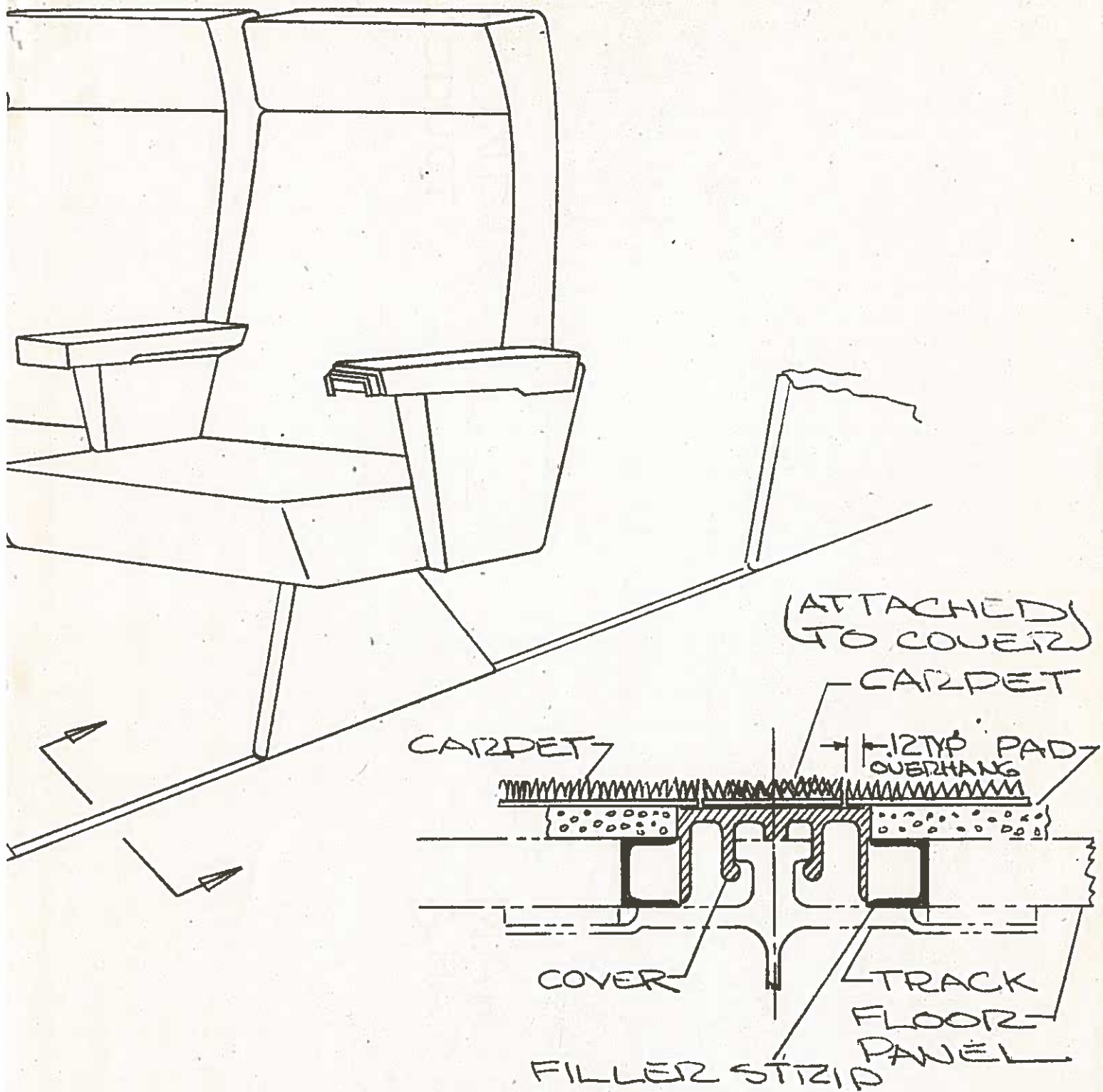
Origin: Convair initiated.

Description of Change:

This proposal has no effect on specification language and is submitted for purpose of weight adjustment covering the installation of rug on seat floor track as shown on Enclosure (A), and ratchet foot rest revision. The details of the rug installation will be defined in Buyer's Interior Finish Specification.

Enclosure: (A) One copy of Convair Sketch - COVER INSTL - SEAT
TRACK (For information only)

Effect on Weight Empty:	+18.0 pounds
Effect on Balance:	+14,616 inch-pounds
Effect on Payload:	-18.0 pounds
Effect on Performance:	None



SWISSAIR

COVER INSTL
SEAT TRACK
316-60

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,007 DTD _____

CHANGE NO.: 36 MODEL: 30-6 (Convair "600")

TITLE Specification Administrative Change (Emergency Spoiler Pitch Trim Control)		
ORIGIN: Convair initiated.		
REASON FOR CHANGE: To provide emergency compensating pitch trim.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 0	OPER. WT. EMPTY 0	0 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES. NOTE: This CCP cancels and supersedes CCP No. 19.		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS		EFFECT ON PRICE PER AIRPLANE RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 36

Title: Specification Administrative Change (Emergency Spoiler Pitch Trim Control)

Origin: Convair initiated.

Reason for Change: To provide emergency compensating pitch trim.

Description of Change:

Page 31, Add the following paragraph to the page, after Paragraph 3.10.5:

"3.10.6 EMERGENCY SPOILER PITCH TRIM CONTROL: An inboard spoiler deactivation control shall be installed in the pilot compartment. The use of this control, together with the speed brake input to the outboard spoilers, shall provide partial compensating pitch trim if the stabilizer is jammed in the airplane nose down position."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 51,017 DTD _____

CHANGE NO: 35

MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Delete Color Coding and Directional Arrows from Engine and Pod and Pylon Fluid System Hoses)

ORIGIN: Convair initiated.

REASON FOR CHANGE: General Electric states that these features are unnecessary.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 35

Title: Specification Administrative Change (Delete Color Coding and Directional Arrows from Engine and Pod and Pylon Fluid System Hoses)

Origin: Convair initiated.

Reason for Change: General Electric states that these features are unnecessary.

Description of Change:

Page 10, Paragraph 3.2.2.1 COLOR CODING:

Change the period at the end of first sentence to a comma, and add the following:

", except for engine and pod and pylon fluid system hoses."

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,016 DTD _____

CHANGE NO: 34 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Floor Covering Language)

ORIGIN: By mutual agreement of Swissair/Convair representatives on 9 March 1960

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	0 INCH LB.
0	0	

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 34

Title: Specification Administrative Change (Revision to Floor
Covering Language)

Origin: By mutual agreement of Swissair/Convair representatives
on 9 March 1960

Reason for Change: As above

Description of Change:

Page 97, Paragraph 3.19.3.2 FLOOR COVERING:

Delete the fourth sentence, which reads as follows:

"Mechanical fasteners and metal hold-down strips and moldings
shall be avoided."

Effect on Weight Empty:	O
Effect on Balance:	O
Effect on Performance:	None
Effect on Payload:	O

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,015 DTD _____

CHANGE NO.: 33 MODEL: 30-6 (Convair "600")

TITLE Specification Administrative Change (Revision to Part Numbers of Air Conditioning Items)

ORIGIN Convair initiated

REASON FOR CHANGE: To furnish part numbers consistent with CCP No. 7, which provides Pneumatic Drive Freon Compressors in lieu of Electric Drive.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 0	OPER. WT. EMPTY 0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	---

ACCEPTED _____

BY _____

DATE _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Revision to Part Numbers of Air Conditioning Items)

Origin: Convair initiated

Reason for Change: To furnish part numbers consistent with CCP No. 7 which provides Pneumatic Drive Freon Compressors in lieu of Electric Drive.

Description of Change:

Page A-7, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below item under "PRESSURIZATION, HEATING AND AIR CONDITIONING" as follows:

<u>From:</u>	"1 Indicator, Dual, Cabin Supercharger Air Flow	Ham. Standard	537325"
<u>To:</u>	"1 Indicator, Dual, Cabin Supercharger Air Flow	Weston Instruments	185249"

Page A-13, APPENDIX I-C:

Revise all items under "PRESSURIZATION, ANTI-ICING AND AIR CONDITIONING EQUIPMENT" to read as follows:

"2 Turbo-Compressor Package	Ham. Standard	555950
2 Primary Heat Exchanger	Ham. Standard	545814
2 Refrigeration Package (Pneu)	Ham. Standard	556471
1 Blower, Recirculation	Ham. Standard	545751
2 Blower, Condenser (Pneu)	Ham. Standard	556079
2 Regulator, Outflow Valve	Airesearch	103182"
2 Detector, Ice Warning	Goodyear	3065-1802
	Can. Appl	C.A.R.L. Type
	Res. Ltd.	T260-MK12A"

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,014 DTD _____

CHANGE NO: 32 MODEL: 30-6 (Convair "600")

TITLE: **Specification Administrative Change
(Specification Clarification of Interior Items)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **To define and clarify portion of interior in
Specification ZD-30-013.**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

William J. Sprout

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change
(Specification Clarification of Interior Items)

Origin: Convair Initiated

Reason for Change: To define and clarify portion of interior in
Specification ZD-30-013.

Description of Change:

Page 11, Paragraph 3.2.5 - SIGNS, PLACARDS, NAMEPLATES:

Change the period at the end of paragraph to a comma, and add the
following:

", except when otherwise noted".

Page 11, Paragraph 3.2.8 - EQUIPMENT DESIGN ALTITUDE:

Revise the last sentence as follows:

From: "The cabin pressurization system shall be designed for oper-
ation up to 40,000 feet altitude".

To: "The cabin pressurization and pressurized oxygen systems
shall be designed for operation up to 40,000 feet altitude".

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,013 DTD _____
 CHANGE NO: 31A MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Revision to Color Coding, Landing Gear and Controls Language; and Revision to Warning System and Pilot's Pedestal Illustrations)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification, and revision to CCP No. 31.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
EXCESS WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL	
ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
 BY: _____
 DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 31A

Page 1 of 3

Title: Specification Administrative Change (Revision to Color Coding, Landing Gear and Controls Language; and Revision to Warning System and Pilots' Pedestal Illustrations)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 10, Paragraph 3.2.2.1 COLOR CODING:

Revise the last sentence to read as follows:

"Color bands and part number identification shall be plastic tape, or fluid resisting material, in accordance with Standard AND 10375."

Page 17, Paragraph 3.5.4.4 SPEED BRAKES:

Change the period at end of sentence to a comma, and add the following:

"and as longitudinal trim emergency augmentation."

Page 25, Paragraph 3.8.1.3 CONTROLS:

In the last line, change "nose wheel" to "nose gear".

Page 29, Paragraph 3.10.1.2 AILERON SYSTEM:

Revise the sixth sentence as follows:

From: "The spoilers shall be hydraulically operated and shall be used at all speeds for lateral control as well as for speed brakes."

To: "The spoilers shall be hydraulically operated and shall be used at all speeds for lateral control as well as for speed brakes, except when deactivated in accordance with Paragraph 3.10.2.2."

Page 30, Paragraph 3.10.1.5 STABILIZER SYSTEM:

Change the period at the end of first sentence to a semi-colon, and add the following:

"supplemented by emergency trim augmentation as described in Paragraph 3.10.2.2."

Page 31, Paragraph 3.10.2.2 SPEED BRAKES:

Add the following sentence to the end of the paragraph:

"The spoilers shall be capable of selective deactivation of either outboard or inboard pairs for the purpose of augmenting longitudinal trim by extending the active pair."

Page 31, Paragraph 3.10.6 EMERGENCY SPOILER PITCH CONTROL:

Delete the paragraph in its entirety, including paragraph number and title.

Page 47b PILOT'S AND COPILOT'S PEDESTAL:

Replace above illustration with Enclosure (B) which changes "Inboard Spoiler Control Switch" to "Spoiler Selector Switch"

Page 70, Paragraph 3.16.11.1 LANDING GEAR AND STABILIZER WARNING HORN:

Revise the last subparagraph to read as follows:

"When the airplane is on the ground and any two or more of the thrust levers are advanced to takeoff position, the horn will operate intermittently if the stabilizer and/or the flaps are not in the correct takeoff position."

Page 70, add the following new paragraph after Paragraph 3.16.11.1:

"3.16.11.1.1 SPOILER WARNING HORN: An intermittent warning horn shall be provided to sound whenever the spoilers are extended beyond the five-degree position, and any two thrust levers are advanced beyond the 92 percent RPM position. Also, when one or more spoilers are deactivated on the ground and thrust levers are advanced beyond idle. This warning of deactivation shall not function with airplane airborne."

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 31A

Page 3 of 3

Page 71a, WARN HORN, LANDING GEAR CONTROL AND LANDING GEAR POSITION
SYSTEMS:

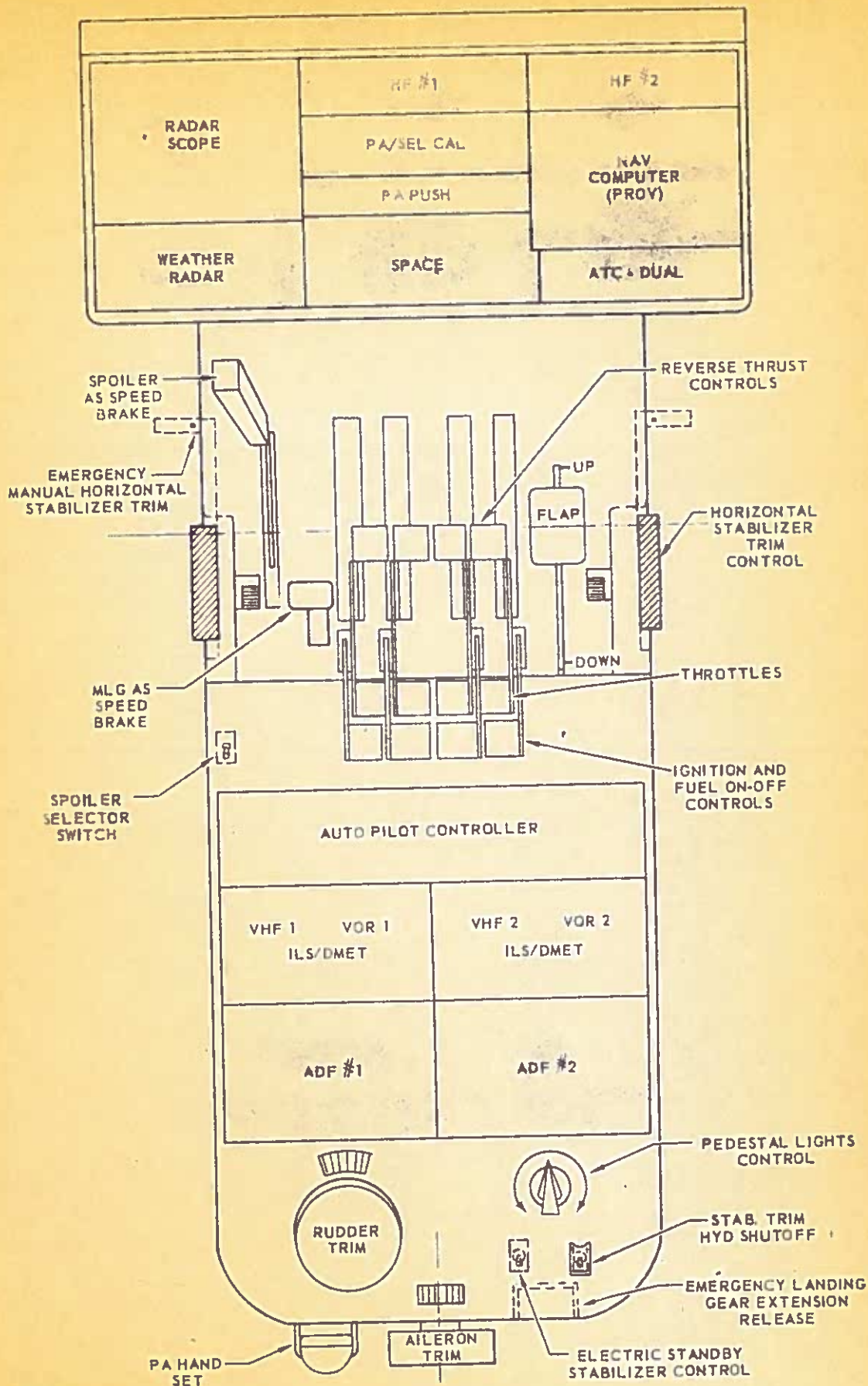
Replace above illustration with Enclosure (A) which changes title
and shows inboard and outboard spoiler activation.

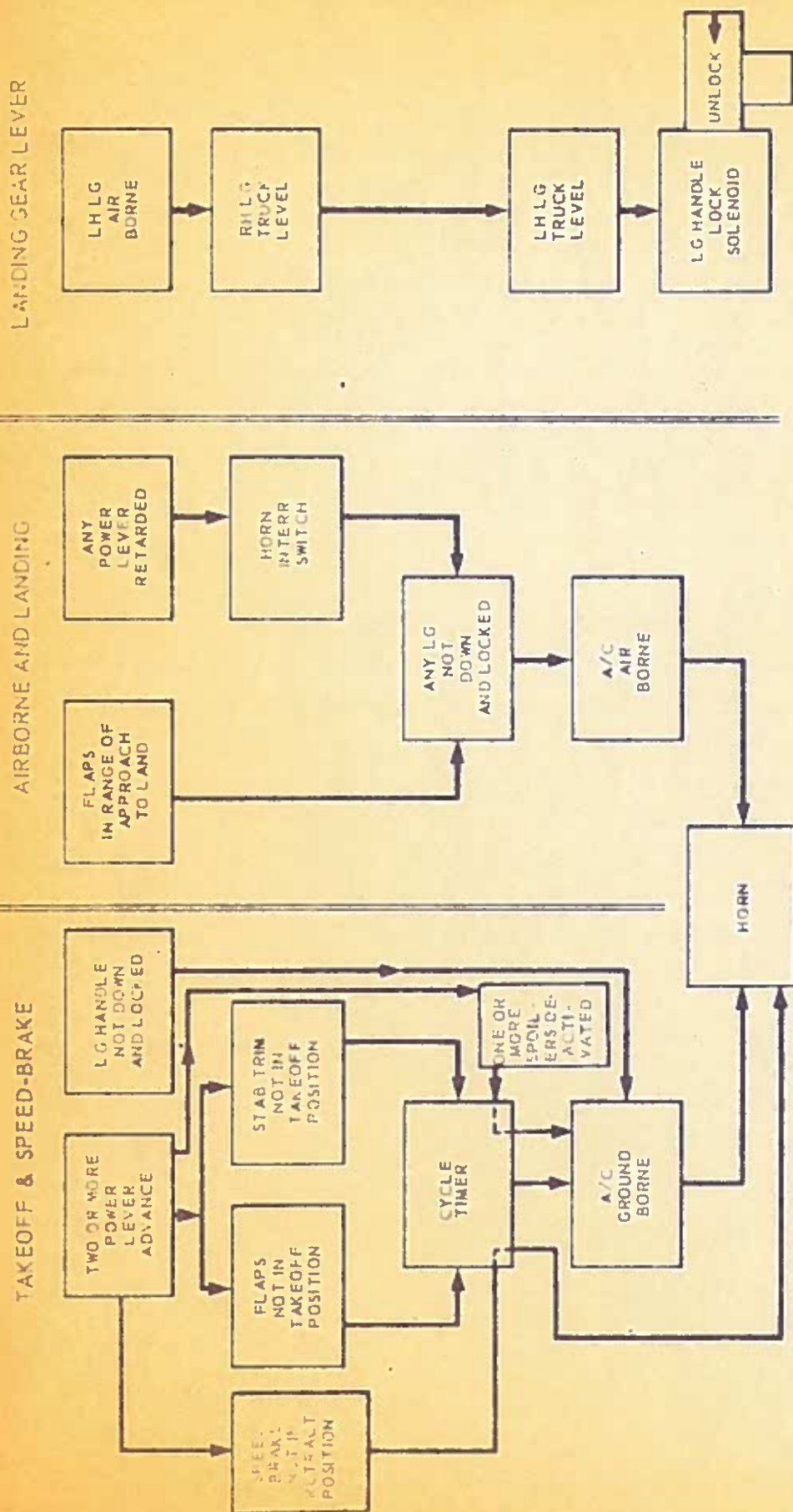
Enclosures: (A) One copy Page 71a, WARNING HORN DIAGRAM:
(B) One copy Page 4/b, PILOT'S AND COPILOT'S PEDESTAL:

Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Payload: 0
Effect on Performance: None

The following shall not appear in the specification language:

Paragraph 3.10.6 EMERGENCY SPOILER PITCH CONTROL, approved by
Customer in CCP No. 36 covers only inboard spoiler deactivation,
therefore is not applicable as proposed by this change which pro-
vides for inboard and outboard spoiler control.





GREEN
L H
N O
S E
R H

LIGHT ON WHEN ITS RESPECTIVE
GEAR DOWN AND LOCKED.

LIGHT ON WHEN -

1. ANY LANDING GEAR NOT DOWN OR UP AND LOCKED.
2. LH AND/OR RH LANDING GEAR DOWN AND LOCKED WITH NOSE GEAR UP AND LOCKED.
3. HANDLE NOT LOCKED WITH ALL LANDING GEAR DOWN AND LOCKED AND A/C GROUND BORNE.
4. LANDING GEAR LEVER NOT DOWN AND MECHANICALLY LOCKED, ALL LANDING GEAR DOWN AND LOCKED.

RED
D O O R

AMBER
T P U C K

LIGHT ON WITH ANY WHEEL-Well
DOOR NOT CLOSED AND LOCKED.

LIGHT ON IF EITHER MAIN LANDING GEAR
TRUCK NOT IN LEVEL ZONE.

WARNING HORN DIAGRAM

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd MCL 61.012 DTD _____
CHANGE NO: 30 MODEL: 30-6 (Convair "600")

TITLE: **Specification Administrative Change (Revision to Material and Air Conditioning Language)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **To clarify the intent of the specification**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simon

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 30

Title: Specification Administrative Change (Revision to
Material and Air Conditioning Language)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 14, Paragraph 3.4.5 - MATERIAL:

Revise the first sentence as follows:

From: "The airplane structure shall in general be fabricated of
high strength aluminum alloy, including 2024, 7075 and 7178".

To: The airplane structure shall in general be fabricated of
high strength aluminum alloy, including 2024, 7075, 7079 and
7178".

Page 108, Paragraph 3.20.1.10 - TEMPERATURE CONTROL:

In the last line of last sentence, change "with" to "within".

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,011 DTD _____
 CHANGE NO. 29 MODEL: 30-6 (Convair "600")

TITLE <u>Specification Administrative Change (Revision to landing gear language)</u>		
ORIGIN <u>Convair initiated</u>		
REASON FOR CHANGE: <u>To clarify the intent of the specification</u>		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 0	OPER. WT. EMPTY 0	0 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.
 BY _____
 DATE _____

Title: Specification Administrative Change (Revision to landing gear language)

Origin: Convair Initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 24, Paragraph 3.8.1.1 - EMERGENCY EXTENSION:

Revise the first sentence as follows:

From: "In the event of failure of the normal system, the landing gear doors shall be opened by means of a separate air pressure source actuated by a mechanical emergency release, which also releases the gear uplock mechanism and causes the landing gear to fall and lock in the "DOWN" position".

To: "In the event of failure of the normal system, the landing gear doors shall be opened by means of air pressure actuated by a mechanical emergency release, which also releases the gear uplock mechanism and causes the landing gear to fall and lock in the "DOWN" position".

Page 24, Paragraph 3.8.1.2 - PIN JOINTS AND FITTINGS:

In the second sentence, delete the word "these"

Page 25, Paragraph 3.8.1.3 - CONTROLS:

In the last sentence, change "viewing window" to "removable access door".

Page 27, Paragraph 3.8.2.6 - DOORS AND FAIRINGS:

Revise the second sentence as follows:

From: "Sequencing of the main gear doors shall be accomplished mechanically".

To: "Sequencing of the hydraulically actuated main gear doors shall be accomplished mechanically".

Page 28, Paragraph 3.8.4.5 - RETRACTING, EXTENDING AND LOCKING SYSTEMS:

Delete the word "normal" from sentence.

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,010 DTD _____
CHANGE NO.: 28A MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Miscellaneous Electrical System Revisions)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification, and revision to CCP No. 28

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	0 INCH LB.
0	0	

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 28A

Title: Specification Administrative Change (Miscellaneous Electrical System Revisions)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification, and revision to CCP No. 28.

Description of Change:

Page 58, Paragraph 3.16.5.4.1 EMERGENCY CIRCUITS:

Insert the following after the second sentence:

"The only permissible exception shall be the circuits routed through the hinged portion of the system operator's panels."

Page 67, Paragraph 3.16.8.3.7 ENTRANCE AREA LIGHTING:

Revise the last line to read: "stewardess' forward and aft panels".

Page 69, Paragraph 3.16.10.4 FUEL NOZZLE GROUNDING JACKS:

Add the following to the end of the paragraph:

"(See Paragraph 3.8.1 for additional ground jacks.)"

Page 72, Paragraph 3.16.16 ENGINE EMERGENCY CONTROL:

Revise the last item in the paragraph as follows:

From: "Arm the engine fire extinguishing system."

To: "Provide access to the engine fire extinguishing switch."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,009 DTD _____

CHANGE NO: 27 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Delete starting system air compressor)

ORIGIN: Convair initiated.

REASON FOR CHANGE: To clarify the intent of the specification.

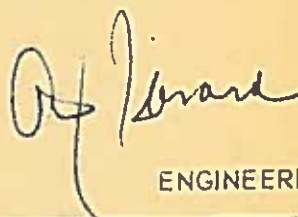
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 0	OPER. WT. EMPTY 0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 27

Title: Specification Administrative Change (Delete starting system
air compressor)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 53, Paragraph 3.15.1.1 DESCRIPTION AND COMPONENTS:

Delete the following from the third sentence:

"starting system air compressor"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,083 DTD Revised 27 April 1960

CHANGE NO: 26A MODEL: 30-6 (Convair "600")

TITLE: Engine Vibration Indicating System, Provisions for

ORIGIN: Swissair requested

REASON FOR CHANGE: Revision to CCP No. 26, to make provisions for subject system in lieu of installation.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
XXXX WT. EMPTY	OPER. WT. EMPTY	
+25.0 lb	+25.0 lb	+13,875 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, S.O. 6-1217A

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 26A

Page 1 of 2

Title: Engine Vibration Indicating System, Provisions for

Origin: Swissair requested

Reason for Change: Revision to CCP No. 26, to make provisions for subject system in lieu of installation.

Description of Change:

Page 32, Add the following new paragraph to the page, after Paragraph 3.11.4:

"3.11.4.1 ENGINE VIBRATION INDICATING SYSTEM (PROVISIONS ONLY):
Provisions for the future installation of an engine vibration indicating system consisting of the following shall be made:

On the system operator's panel: Space provisions for one indicator incorporating four vertical scale meter movements, space provisions for three vibration pick-ups per engine and space provisions for one pick-up selector switch with test features and position markings.

One harness, consisting of the following shall be provided:

- (1) Eight 22-gage shielded jacketed pairs from system operator's station (tied back) to the autopilot rack area.
- (2) Ten 20-gage wires from system operator's station to the autopilot rack area.
- (3) One 20-gage wire from A-C circuit breaker panel to the autopilot rack area.

(See last sentence of Paragraph 3.16.5.4 which provides spare wires from pod to system operator's panel.)"

Page 58, Paragraph 3.16.5.4 WIRE ROUTING:

Revise the last sentence as follows:

From: "Spare 20 gauge wires shall be installed from each pod to the pilots' pedestal and shall consist of one shielded pair, eight single unshielded and one pair of Alumel-Chromel thermocouple wires."

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 26A

Page 2 of 2

To: "Spare 20-gage wires shall be installed from each pod to the system operator's panel and shall consist of three shielded pairs, four single unshielded, and one pair of Alumel - Chromel thermocouple wires."

Estimated Weight Empty:	+25.0 pounds
Effect on Balance:	+13,875 inch-pounds
Effect on Payload:	-25.0 pounds
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO. ZD- 30-013 DATE
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,008 DTD
CHANGE NO. 25 MODEL: 30-6 (Convair "600")

DATE: _____

CONVAIR: SD

Swissair Transport Co.,
Change No. 25

Title: Specification Administrative Change (Revision to ground air conditioning, and duct coupling insulation)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 109, Paragraph 3.20.1.12.1 - GROUND AIR CABIN TEMPERATURES:

In the third and eight lines, change "electric power" to "pneumatic source".

Page 110, Paragraph 3.20.2.1 - ANTI-ICING OF NONTRANSPARENT AREAS:

Revise the ninth sentence as follows:

From: "Duct couplings shall also be insulated".

To: "Duct couplings, except those connected to valves, shall also be insulated".

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd

MCL 61,035 DTD 6 January 1960

CHANGE NO: 24

MODEL: 30-6 (Convair "600")

TITLE: Bicapa Face Mask in Lieu of Scott Face Mask, Installation of

ORIGIN: Swissair/Convair Meeting on 15 December 1959

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY
0

OPER. WT. EMPTY
0

0

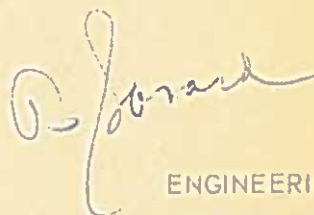
INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR 6-12154

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 24

Title: Bicapa Face Mask in Lieu of Scott Face Mask, Installation of

Origin: Swissair/Convair Meeting on 15 December 1959

Reason for Change: Customer request

Description of Change:

Page A-1, APPENDIX I-A, BUYER FURNISHED - CONVAIR INSTALLED.

Add the following item under "FURNISHINGS"

"1 *Mask (Portable Bottle, Cockpit) Bicapa 767-V 1.5"

Page A-15, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below item in the "Description List" as follows:

From: "1 *Bottle, Portable Oxygen Scott 5600-1C1A- 14.0"
(310-liter) F20B

To: "1 *Bottle, Portable, Oxygen Scott 5600-1C1A- 12.5"
(310-liter) F20B

Delete the below item in the "Description List".

"1 Mask (Portable Bottle) Scott 6200 FL"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: 0
Effect on Payload: 0

The following shall not appear in the specification language:

This proposal is submitted with the understanding that the Customer furnished Bicapa mask shall be compatible for use with the Convair portable oxygen bottle without requiring an adapter or other fitting to effect installation.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 23

Title: Sierra Passenger Oxygen Masks in Lieu of ARO Oxygen Masks,
Installation of

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page A-15, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below item as follows:

<u>From:</u>	"AR Mask, Passenger and Cabin Attendants', Oxygen	ARO Equipt.	C7040-1"
<u>To:</u>	"146 Mask, Passenger and Cabin Attendants', Oxygen	Sierro Engr. Co.	TBD"

Effect on Weight Empty:	+3.0 pounds
Effect on Balance:	+2,700 inch-pounds
Effect on Performance:	None
Effect on Payload:	-3.0 pounds

CONVAIR

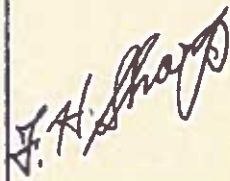
A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 2D-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,082 DTD 21 December 1959

CHANGE NO: 22A MODEL: 30-6 (Convair "600")

TITLE: Portable Oxygen Bottles, Increase of from Three to Eight		
ORIGIN: Swissair Teletype dated 18 December 1959		
REASON FOR CHANGE: Customer request, and revision to CCP No. 22		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY +5.0 lb	OPER. WT. EMPTY +30.0 lb	Weight Empty +4,850 Inch Lb Useful Load +24,250 Inch Lb O.W.E. +29,100 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *		
None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:	
	RECURRING: _____ NON-RECURRING: _____ TOTAL: _____	

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Portable Oxygen Bottles, Increase of from Three to Eight

Origin: Swissair Teletype dated 18 December 1959.

Reason for Change: Customer request, and revision to CCP No. 22

Description of Change:

Page 103, Paragraph 3.19.5.6 - PORTABLE BOTTLES:

Revise the second and third sentences as follows:

From: "Three continuous flow portable oxygen bottles of 4-cubic foot capacity shall be provided (see Appendix IC). Two shall be located in the outboard stowage compartment of buffet No. 6 and one shall be located in the forward left-hand stowage compartment."

To: "Eight continuous flow, portable oxygen bottles of four-cubic foot capacity each shall be provided. The stowage location of these bottles shall be as follows:

- a. 1 Forward left hand stowage compartment.
- b. 2 Forward left hand double coat compartment.
- c. 2 Forward face cabin coat room divider.
- d. 2 Aft left hand coat compartment.
- e. 1 Buffet No. 6."

Page A-15, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the below items in the "Description List" as follows:

<u>From:</u>	*3	Bottle, Portable Oxygen (120-liter, 4 cu ft)	Scott	5500A1A-BF20D"
	6	Mask, Disposable (Portable Bottle)	Scott	5527"
<u>To:</u>	*8	Bottle, Portable, Oxygen (120-liter, 4 cu ft)	Scott	5500A1A-BF20D 40.0
	24	Mask, Disposable (Portable Bottle)	Scott	5527"

	<u>Effect on Weight</u>	<u>Effect on Balance</u>
Guaranteed Weight Empty:	+ 5.0 lb	+4,850 inch/lb
Fixed Useful Load:	+25.0 lb	+24,250 inch/lb
Operating Weight Empty:	+30.0 lb	+29,100 inch/lb
Effect on Performance:	None	
Effect on Payload:	-30.0 lb	

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

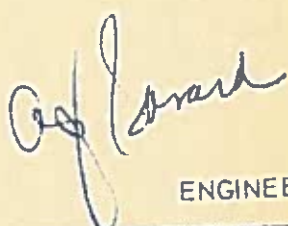
COMMERCIAL CHANGE PROPOSAL

PEC NO.: ZD- 30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,081 DTD 21 December 1959
 CHANGE NO.: 21 MODEL: 30-6 (Convair "600")

TITLE: Plug-in Food Trays, Change from Convair to Buyer Furnished

ORIGIN: Swissair request on 21 December 1959

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	INCH LB.
<u>See Weight and</u>	<u>Balance Breakdown at end of this CCP</u>	
EFFECT ON GUARANTEED PERFORMANCE: *		
<u>None</u>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED:

BY: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co.Ltd.
Change No. 21

Page 1 of 2

Title: Plug-in Food Trays, Change from Convair to Buyer Furnished

Origin: Swissair request on 21 December 1959

Reason for Change: As above

Description of Change:

Page 88, Paragraph 3.19.1.1.4 - PASSENGER SEATS:

Revise the fifth sentence as follows:

From: "A recess to prevent cups from moving shall be provided on the right side of all integral and plug-in food trays".

To: "A recess to prevent cups from moving shall be provided on the right side of all integral folding food trays".

Page 89, Paragraph 3.19.1.1.4.2 - FIRST CLASS RECLINING SEATS:

Delete the last sentence in the first paragraph which reads as follows:

"Four plug-in food trays shall be provided for the first row of seats".

Page 89, Paragraph 3.19.1.1.4.3 - ECONOMY (Tourist) SEATS:

Delete the second sentence which reads as follows:

"Plug-in food trays shall be provided for the first seat row of economy (tourist) seats".

Revise the third sentence as follows:

From: "These five plug-in food trays shall be stowed in the coat rack divider".

To: "Provisions shall be made for stowing five Buyer furnished plug-in food trays in the coat rack divider".

Page A-2, APPENDIX I-B, BUYER FURNISHED ITEMS AND EQUIP. BUYER INSTALLED:

Add the below item under "FIXED USEFUL LOAD WEIGHT ALLOWANCES":

"9 Plug-in Food Trays"

18.0"

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 21

Page 2 of 2

Page A-14, APPENDIX I-C, FURNISHINGS:

Delete the below item from the "Description List":

"9 Plug-in Food Trays".

	Effect on Weight	Effect on Balance
Guaranteed Weight Empty:	-18.0 Lbs.	-13130 Inch/Lb.
Fixed Useful Load:	+18.0 Lbs.	+13130 Inch/Lb.
Operating Weight Empty:	0	0
Effect on Performance:	None	
Effect on Payload:	None	

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL _____ DTD _____

CHANGE NO: 19 MODEL: 30-6 (Convair "600")

TITLE: Manufacturer's Name and/or Part Number

ORIGIN: Convair initiated

REASON FOR CHANGE: To show current part numbers, nomenclature and quantities of APPENDIX I-C items

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Company Ltd.
Change No. 19

Page 1 of 8

Title: Manufacturer's Name and/or Part Number

Origin: Convair initiated

Reason for Change: To show current part numbers and nomenclature of
APPENDIX I-C items

Description of Change:

APPENDIX I-A, I-B and I-C EQUIPMENT:

Change or add manufacturer's names and/or part numbers to items
noted so as to read as follows:

<u>Page No.</u>		<u>Quan. Reqd.</u>	<u>Description</u>	<u>Mfg. No.</u>	<u>Part or Spec. No.</u>	<u>Total Weight</u>
A-1	<u>From:</u>	1	Seat, Lounge (4-place) including Fittings (3) Seat Belts and Plug-in Food Trays			100.0
		4	Microphone, Interphone System (Flight)	Holmberg	57DT3	2.0
	<u>To:</u>	1	Seat, Lounge (4-Place) including Fittings, Seat Belts (3) and Plug-in Food Trays (4)			100.0
		4	Microphone Interphone System (Flight)	Holmco	57DT3	2.0

A-3 FUEL SYSTEM EQUIPMENT

<u>From:</u>	8	Pump, Booster Consisting of XTF 13900 Housing XTB 141000 Pump		
	12	Pump, Fuel Transfer		
	6	Pump, Jettison	Carter	
<u>To:</u>	22	Pump, Booster & Trans- fer Motor Assy	Thompson Prod.	TB141100-4
	6	Pump, Jettison	Carter	6191
	22	Pump, Booster & Trans- fer Housing	Thompson Prod.	TB139900-2

POWER PLANT EQUIPMENT

<u>From:</u>	4	Starter, Air Turbine	Air Research	351810
<u>To:</u>	4	Starter, Air Turbine	Air Research	359004-10
<u>Add:</u>	4	Fire & Overheat Detector Instl.	Convair	30-24609
	4	Fire Extinguisher Instl.	Convair	30-24600

FLIGHT INSTRUMENTS

<u>From:</u>	*1	Ind., Flap Position (Dual)	U.S. Gauge	P/N to be supplied
	*1	Ind., Longitudinal Trim		
	2	Detector Unit, Power Failure	Convair	
<u>To:</u>	*1	Ind., Flap Position (Dual)	U.S. Gauge	SRDL-12A
	*1	Ind., Longitudinal Trim	U.S. Gauge	SRL-012B
	2	Detector Unit Power Failure	Hartment	AVR-869
<u>Add:</u>	1	Light, Master Warn	Korry	270-HV6-2

SPERRY FLIGHT NAVIGATION SYSTEM

<u>From:</u>	1	Vertical Gyro	Sperry	617926-1
	1	Mode Selector Switch	Sperry	177-8905
<u>To:</u>	1	Vertical Gyro	Sperry	2585297-2
	1	Mode Selector Switch	Sperry	1778905-2

KOLLSMAN INTEGRATED FLIGHT INSTRUMENT SYSTEM

<u>From:</u>	*2	Indicator, Machmeter	Kollsman	
<u>To:</u>	*2	Indicator, Machmeter	Kollsman	A29247-10-007
<u>Delete:</u>	1	Light, Master Caution	Korry	270-HV6-1

ENGINE INSTRUMENTS - GENERAL

<u>From:</u>	*4	Indicator, Tachometer (Fan)		
	4	Indicator, Thrust		
<u>To:</u>	*4	Indicator, Tachometer (Fan)	Gen. Electrical	8DJ81LAT-1
	4	Indicator, Press. Ratio	U.S. Gauge	SR-015G
<u>Add:</u>	4	Transmitter, Press. Ratio		

ENGINE INSTRUMENT - FUEL SYSTEM

<u>From:</u>	1	Static Inverter		
	*4	Indicator, Fuel Flow/Fuel Consumed	General Electric	8DJ77LAD-1
	4	Transmitter, Fuel Flow	General Electric	
	*1	Indicator, Fuel Quantity Totalizer		
<u>To:</u>	1	Static Inverter	Elec. Development	2-107E
	*4	Indicator, Rate of Flow and Consumption	Gen. Electrical	8DJ77LAD-1
	4	Transmitter, Fuel Flow	Gen. Electrical	8TJ59GAR-3
	*1	Indicator, Fuel Quantity Totalizer	Simmonds	393032-02892

ENGINE INSTRUMENTS - FUEL SYSTEM

<u>From:</u>	2	Indicator, Fuel Quantity Counter Pointer Type Tanks 1 and 4	Simmonds	
	1	Indicator, Fuel Quantity (Center Section Aux. Sys.)	Simmonds	
	2	Indicator, Repeater Fuel Quantity (Center Section Aux. Sys.)	Simmonds	
	2	Indicator, Fuel Quantity Counter Pointer Type Tanks 2 and 3	Simmonds	
	2	Indicator, Repeater Fuel Quantity (Tanks 1 and 4)	Simmonds	
	2	Indicator, Repeater Fuel Quantity (Tanks 2 and 3)	Simmonds	
<u>To:</u>	2	Indicator, Fuel Quantity Counter Pointer Type (Tanks 1 and 4)	Simmonds	383053-12886
	1	Indicator, Fuel Quantity (Center Section Aux. Sys)	Simmonds	383053-13888
	2	Indicator, Fuel Quantity Refueling (Center Section Aux Sys)	Simmonds	383093-04891
	2	Indicator, Fuel Quantity Counter Pointer Type Tanks 2 and 3	Simmonds	383053-12887
	2	Indicator, Fuel Quantity Refueling (Tanks 1 and 4)	Simmonds	383093-04889
	2	Indicator, Fuel Quantity Re- fueling (Tanks 2 and 3)	Simmonds	383093-04890

ENGINE INSTRUMENT-OIL SYSTEM

<u>From:</u>	4	Indicator, Oil Quantity		
<u>To:</u>	4	Indicator, Oil Quantity	Simmonds	383056-06835

AUTO PILOT TYPE SP-30

<u>From:</u>	1	Stabilization Computer	Sperry	1776002-3
	3	Amplifier, Servo	Sperry	619298-1
	1	Automatic Cutoff	Sperry	1775389-1
	1	Roll Command Computer	Sperry	1775339
	1	Pitch Command Computer	Sperry	1775391
	1	Gain Calibrator	Sperry	1776710-03
<u>To:</u>	1	Stabilization Computer	Sperry	1776002-4
	3	Amplifier, Servo	Sperry	619298-4
	1	Automatic Cutoff	Sperry	1775389-5
	1	Roll Command Computer	Sperry	1775339-2
	1	Pitch Command Computer	Sperry	1775391-2
	1	Gain Calibrator	Sperry	1776710-07

INSTRUMENTS AND RELATED EQUIPMENT

<u>From:</u>	1	Gyro, Vertical	Sperry	617926-1
	3	Servo Drive	Sperry	615743-03
<u>To:</u>	1	Gyro, Vertical	Sperry	2585297-2
	3	Servo Drive	Sperry	615743-13
<u>Add:</u>	1	Relay Assembly	Sperry	1775387
	1	Trim Coupler	Sperry	1775390-3
<u>Delete:</u>	1	Trim Servo Motor and Drive	Sperry	1778879-41
	1	Trim Servo Sprocket and Bracket	Sperry	669352

PRESSURIZATION, HEATING AND AIR CONDITIONING

<u>From:</u>	2	Indicator, Cabin Super-charger Bearing Temperature	Ham. Standard	
<u>To:</u>	2	Indicator, Cabin Super-charger Bearing Temperature	Fenwall	80062-3

HYDRAULICS AND PNEUMATIC

<u>From:</u>	1	Indicator, Hydraulic Fluid Quantity (Dual)		
	*1	Indicator, Hydraulic Air Brake Pressure	U.S. Gauge	SRL-07L
<u>To:</u>	1	Indicator, Hydraulic Fluid Quantity (Dual)	Liquidometer	EA148ANH-99H
	*1	Indicator, Hydraulic Brake Pressure	U.S. Gauge	SRL-07L

A-8

ELECTRICAL POWER EQUIPMENT

<u>From:</u>	1 Battery Storage Nickel - Cadmium (27.5 - Volt 13.5 a.n.)		
	4 Alternators - 40 kva, 6000 rpm, Approx. 115/200V 3ø	Gen. Electric	2CM211A1
	4 Transformer-Rectifier	Chatham	
<u>To:</u>	1 Battery Storage Nickel Cadmium (27.5 - Volt 13.5 a.h.)	Sonatone	
	4 Alternators-Approx. 40 kva, 6000 rpm, 115/200V 3ø	Gen. Electric	2CM211A1

A-10

ELECTRONIC EQUIPMENT

<u>From:</u>	<u>WEATHER RADAR</u>		
	1 Transmitter-Receiver	RCA	AVQ-10
	1 Unit Accessory	RCA	AVQ-10
	1 Indicator	RCA	AVQ-10
	1 Antenna Assembly (30" Dish)	RCA	AVQ-10
<u>To:</u>	<u>WEATHER RADAR AVQ-10</u>		
	1 Transmitter-Receiver	RCA	M1-37517-1
	1 Unit Accessory	RCA	M1-37521-4
	1 Indicator	RCA	M1-23613
	1 Antenna Assembly	RCA	M1-37587-2
	1 Antenna Reflector (30"Dish)	RCA	M1-37534

A-12

LANDING GEAR EQUIPMENT

<u>From:</u>	8 Wheel, Main	Bendix	152051
	8 Brake, Main Wheel	Bendix	152052
	2 Wheel, Nose	Bendix	152061
	2 Brake, Nosewheel	Bendix	152062
	1 Anti-Skid Detector NLG	Hydro-Aire	
	8 Anti-Skid Detector MLG	Hydro-Aire	
<u>To:</u>	8 Wheel Assy. Main	Bendix	152051-1
	8 Brake Assy. Main Wheel	Bendix	152052-1
	2 Wheel Assy. Nose	Bendix	152061-1
	2 Brake Assy. Nose Wheel	Bendix	152062-1
	1 Anti-Skid Wheel Transducer Assy NLG	Hydro-Aire	40-433C
	8 Anti-Skid Wheel Transducer Assy MLG	Hydro-Aire	40-433B
<u>Add:</u>	1 Fire Detector, Wheel Well MLG	Convair	30-20601

From: *Manufacturer's weight empty guarantee includes tire vendor's weight selected by Convair.

To: *Estimated manufacturer's weight empty includes tire weight of vendor selected by Convair

A-13

HYDRAULIC AND PNEUMATIC EQUIPMENT

<u>From:</u>	1	Pump, Electric-Driven		
	4	Pump, Main System (Variable Displacement Type)	Vickers	to be supplied)
<u>To:</u>	1	Pump, Electric-Driven	N.Y. Air Brake	165W01008-2
	4	Pump, Main System (Variable Displacement Type)		
<u>Add:</u>	2	Boost Pump and Hydraulic Motor	Vickers	AS15507
	1	Motor-Stabilizer Trim Drive	Vickers	MF020B006A
	2	Accumulator-Pressure	Redco	8414
	1	Accumulator-Brakes	Redco	8425-002
	1	Reservoir-System #1	Airite	6311
	1	Reservoir-System #2	Airite	6312
	1	Transmitter-Fluid Level-System #1	Liquidometer	EA1060-2120
	1	Transmitter-Fluid Level-System #2	Liquidometer	EA1060A-211
	1	Flask Emergency Air Brake	Kidde	891545
	1	Cylinder-NLG Door Latch	Ronson	2U-2027
	1	Cylinder-NLG	A.O. Smith	8-2100
	4	Cylinder-MLG Door	Peacock	102116
	2	Cylinder-MLG	National	
			Waterlift	1556
	4	Cylinder-MLG Door Uplatch	O & M Machine Co.	11550
	4	Cylinder-Spoiler, Inboard	Convair	30-84020
	8	Cylinder-Spoiler, Outboard	Thompson	K42280
	2	Cylinder-Power Rudder	Convair	30-86030

A-14

FURNISHINGS

<u>From:</u>	2	Seat, Pilots (Including Fabric and Belt)	Aircraft Mechanics
	1	Seat, Radio Operator/Navigator (Including Fabric and Belt)	Aircraft Mechanics
	1	Seat Systems Operator (Including Fabric and Belt)	Aircraft Mechanics
	13	Double Seat, Economy/Tourist (Including Safety Belts and Integral Folding Food Trays)	
	13	Triple Seat, Economy/Tourist (Including Safety Belts and Integral Folding Food Trays)	
	8	Double Reclining First Class Seat R/H (Including Safety Belts, Foot Rests and Integral Folding Food Trays, No Leg Rests)	

-14 (Cont)

FURNISHINGS

<u>From:</u>	8	Double Reclining First Class Seat L/H (Including Safety Belts Foot Rest and Integral Folding Food Trays, No Leg Rests)			
	4	Toilet, Flushing Type (Wickland) Disposal Tank Enclosures, Wash Stands and Hardware			
	2	*Escape Chute (Noninflatable)			33.0
	1	*Axe, Emergency			3.0
<u>To:</u>	2	Seat, Pilots' (Including Fabric and Belt)	Convair	22-98504	
	1	Seat Systems Operator (Including Fabric and Belt)	Convair	22-98505	
	1	Seat, Radio Operator/Navigator (Including Fabric and Belt)	Convair	31-98506	
	13	Double Seat, Economy/Tourist (Including Safety Belts and In- tegral folding Food Trays)	Convair	31-92503	
	13	Triple Seat, Economy/Tourist (Including Safety Belts and In- tegral Folding Food Trays)	Convair	31-92504	
	8	Double Reclining First Class Seat R/H (Including Safety Belts, Foot Rests and Integral Folding Food Trays, No Leg Rests)	Convair	30-94500	
	8	Double Reclining First Class Seat L/H (Including Safety Belts, Foot Rests and Integral Folding Food Trays, No Leg Rests)	Convair	30-94500	
	4	Toilet, Flushing Type, Including Disposal Tank, Enclosures Wash Stands and Hardware	Wickland Wickland Wickland Wickland	2439 { Fwd. No. 1 } 2440 { Fwd. No. 2 } 2433 { Aft L/H } 2434 { Aft R/H }	
	2	*Escape Chute (Noninflatable)	Hoover Aircraft	CA300	33.0
	1	*Axe, Emergency	Air Associated	6701	3.0
<u>Add:</u>	1	*Pair Asbestos Gloves	Davis Glove	2214FL	1.0

A-14 Cont.

FURNISHINGS

From: 1 R/H 18" Movable Coat Comp.
1 L/H 18" Movable Coat Comp.
To: 1 R/H 20" Movable Coat Comp.
1 L/H 20" Movable Coat Comp.

A-15

OXYGEN EQUIPMENT

<u>From:</u>	3	*Bottle, Portable Oxygen (120-Liter) (4 cu.ft.)	Scott	5500A1A-BF20D	
	3	Regulator (Crew Diluter Demand Type)	Scott	10400-13	
	1	Pressure Reducer, Oxygen	Alar	5758-100	
	2	Valve, Oxygen, Auto Opening (Continuous Flow Regulator with Pressure Reducer)	Alar	5870-100	
<u>To:</u>	8	*Bottle, Portable Oxygen (120-Liter) (4 cu. ft.)	Scott	5500A1A-BBF20B	40.0
	4	Regulator (Crew, Diluter Demand Type)	Scott	10400-13	
	1	Pressure Reducer, Oxygen	Alar	5758	
	2	Valve, Oxygen, Auto Opening (Continuous Flow Regulator with Pressure Reducer)	Com.	2620A1	
			Air		
			Prod.		
Delete:	1	*Asbestos Gloves	David's Gloves	2214FL	1.0

Effect on Operating Weight Empty: 0
Effect on Estimated Weight Empty: 0
Effect on Balance: 0
Effect on Performance: 0
Effect on Payload: 0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,065 DTD 9 September 1959

CHANGE NO: 18

MODEL: 30-6 (Convair "600")

TITLE: Ramp and Takeoff Weights, Increase of

ORIGIN: Swissair requested.

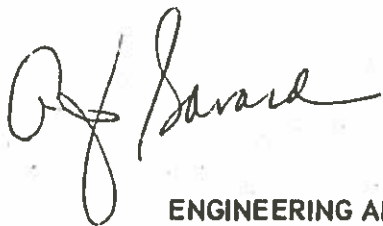
REASON FOR CHANGE: As above.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+285.0 lb	+285.0 lb	+259,020 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 18

Page 1 of 3

Title: Ramp and Takeoff Weights, Increase of

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 7a, C. G. DESIGN LIMITS:

Above graph will be revised to show the effect of this proposal.

Page 13, Paragraph 3.4.1 STRENGTH:

Revise the below items under "design conditions" as follows:

<u>From:</u>	"Maximum taxi weight (lb)	240,000
	Maximum takeoff weight (lb)	239,200"

<u>To:</u>	"*Maximum taxi weight (lb)	245,000
	Maximum takeoff weight (lb)	244,200"

Add the following to the bottom of Page 13:

"*NOTE: Outboard shock bodies must each contain 500 gallons of fuel at this taxi weight."

Page 13, Paragraph 3.4.2 DESIGN SPEEDS:

Change the first line in the paragraph as follows:

From: "Design cruise speed: "

To: "Design cruise speed (With less than 218 gallons fuel in each outboard anti-shock body):

Page 37a, PROPULSION FUEL SYSTEM:

Above illustration will be revised to show additional fuel transfer pump and the necessary switches.

Page 38, Paragraph 3.12.9.3 TANKS:

Revise the fifth sentence to read as follows:

"Total integral main fuel capacity shall be approximately 12,524 gallons or approximately 83,910 pounds at 6.7 lb/gal and the minimum shall not be less than -3 percent of this value. A warning bell shall sound when the airplane speed exceeds that allowable when the outboard shock bodies contain fuel above the 218-gallon level."

Delete the last sentence which reads as follows:

"Approximate tank capacities are as follows:

Inboard 6,572 gal (3,286 gal each)

Outboard 5,436 gal (2,718 gal each)

Add the following to the end of the paragraph:

"An amber caution light shall be installed on the center fuel control panel at the system operator's station which will illuminate when either or both outboard anti-shock bodies contain more than approximately 218 gallons of fuel each. The light will automatically extinguish when fuel in both anti-shock bodies drops below approximately 218 gallons each."

Page 39, Paragraph 3.12.9.3.1 WING CENTER SECTION FUEL SYSTEM:

In the second sentence, change "3,100" to "3,148".

Page 44, Paragraph 3.12.9.13.3 REFUELING CONTROLS:

Add the following to the end of the paragraph:

"An override button shall be installed on the refuel panel which, while depressed, will permit the fuel level in the outboard shock bodies to exceed 218 gallons."

Page A-12, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Revise the below item in the Description List as follows:

From: "8* Tires, Main Wheel Type VIII
 (41 x 15.0 - 18) 22PR"
 (Tread depth .38, 200 mi/hr)

To: "8* Tires, Main Wheel Type VIII
 (41 x 15.0-18) HP24PR"
 (Tread depth .38, 200 mi/hr)

Effect on Weight Empty: +285.0 pounds
Effect on Balance: +259,020 inch-pounds
Effect on Performance: None
Effect on Payload: -285.0 pounds

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 18

Page 3 of 3

The following shall not appear in the specification language:

1. This change increases fuel capacity in the outboard anti-shock bodies. Zero fuel weight remains unchanged.
2. (a) When outer anti-shock body fuel is consumed below 218 gallons, V_{NE}/M_{NE} restriction due to fuel weight shall not be applicable.
(b) With full fuel in the outer shock bodies, the airplane shall be speed limited to $M_T = .70$ or calibrated airspeed $V_{NE} = 355$ knots.

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,006 DTD _____
CHANGE NO: 17 MODEL: 30-6 (Convair "600")

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 17

Title: Specification Administrative Change (Revision to Pin Joints)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 24, Paragraph 3.8.1.2 PIN JOINTS AND FITTINGS:

Revise the first sentence as follows:

From: "All pin joints in the landing gear structure and retracting mechanism shall be provided with replaceable bushings and pins to compensate for looseness resulting from wear."

To: "All pin joints subject to rotation in the landing gear structure and retracting mechanism shall be provided with replaceable bushings and pins to compensate for looseness resulting from wear."

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Air Transport Co. Ltd. MCL 61,005 DTD

CHANGE NO: 16 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Clarification of Power Transfer)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Go forward
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____ AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____ EFFECT ON PRICE PER AIRPLANE:
RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 16

Title: Specification Administrative Change (Clarification of
Power Transfer)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 56, Paragraph 3.16.2.4.1 - POWER TRANSFER:

Revise the seventh sentence as follows:

From: "To obtain ac ground power, the pilot's essential bus switch shall be in the external power position; the four bus tie switches shall be in the closed position; with the ground power connected and the external power switch in the "ON" position all ac busses will be energized".

To: "To energize the a-c busses from ground power, the four bus tie switches shall be in the closed position, the ground power connected and the external power switch placed in the "ON" position".

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,004 DTD _____
CHANGE NO: 15 MODEL: 30-6 (Convair "600")

- REASON FOR CHANGE:
1. To clarify the intent of the specification.
 2. To provide an alternate aluminum alloy tubing.

Title: Specification Administrative Change (Definition of Airspeed and Alternate Aluminum Alloy Tubing)

Origin: Convair initiated

Reason for Change: 1. To clarify the intent of the specification
2. To provide an alternate aluminum alloy tubing

Description of Change:

Page 13, Paragraph 3.4.2 - DESIGN SPEEDS: (Equivalent Air Speed)

Delete "(Equivalent Air Speed)" from paragraph title, and add the following directly under the paragraph title:

"The airplane shall be designed to be operated at the following equivalent airspeeds":

Add the following to the end of the paragraph:

"The airplane shall be placarded to be operated at the following indicated airspeeds:

Operating speed (flaps full down)	195K or M = 0.40
Operating speed (flaps 3/4 down)	220K or M = 0.50
Operating speed (flaps 1/2 down)	245K or M = 0.60
Operating speed (landing gear extension)	320K or M = 0.83
Operating speed (landing gear retraction)	270K or M = 0.70
Operating speed (leading edge device extension)	245K or M = 0.60"

Page 24, Paragraph 3.8.1 - GENERAL DESCRIPTION AND COMPONENTS:

Delete the fifth sentence which reads as follows:

"The landing gear shall be designed for extension at speeds up to 320 knots EAS".

Page 40, Paragraph 3.12.9.6 - PIPING AND FITTINGS:

In the 14th line, change "6061ST6" to "6061-T6"

Page 53, Paragraph 3.15.1.5 - LINES:

Revise the first line in the second sentence as follows:

From: "Return lines shall be 5052S0 and/or 6061ST....."

To: "Return lines shall be 5052-0 and/or 6061-T6....."

Page 101, Paragraph 3.19.5.2 - COMPONENTS:

Revise the second sentence as follows:

From: "Aluminum tubing of 5052S0 material shall be for low pressure lines".

To: "Low pressure lines shall be 5052-0 and/or 6061-T6 aluminum alloy tubing".

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC. NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61, 073 DTD 29 October 1959

CHANGE NO.: 14 MODEL 30-6 (Convair "600")

TITLE Engine Vibration Indicator System, Installation of

ORIGIN: Swissair requested

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY		
+53.0 lbs.	+53.0 lbs	+33,522	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	<i>Q. J. Conrad</i> ENGINEERING APPROVAL
--	--

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Engine Vibration Indicator System, Installation of

Origin: Swissair requested

Reason for Change: As above

Description of Change:

Page 32, Add the following new paragraph after Paragraph 3.11.4:

"3.11.4.1 - ENGINE VIBRATION INDICATOR SYSTEM: An engine vibration indicator system shall be installed consisting of the following:

- a. Installation on systems operator panel of an indicator, four warning lights, pick-up selector switch and a push-to-test switch.
- b. Two shielded pairs of 20-gage wires from each engine pod to systems operator panel.
- c. Pick-up with mounting bracket, one on each engine.

In addition to the above installation, space provisions shall be made for the future installation of a second vibration pick-up on each engine".

Effect on Weight Empty:	+53.0 lbs.
Effect on Balance:	+33,522 inch-lbs.
Effect on Performance:	None
Effect on Payload:	-53.0 lbs

The following shall not appear in the specification language:

The following items of equipment are included in the installation of the engine vibration indicator system as proposed by this change:

- a. 1 Single pole, single throw test switch.
- b. 4 Korrry push-to-test warning light.
- c. 1 Selector switch (Sperry 3251-91851)
- d. 1 Indicator, similar to Sperry 1777518-1.
- e. 2 Circuit breakers (2A)
- f. 1 Transistorized amplifier in autopilot rack.
- g. 4 Sperry pickup with mounting bracket, one on each engine.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,077 DTD 3 November 1959

CHANGE NO: 13

MODEL: 30-6 (Convair "600")

TITLE: Tinted Windows, Installation of

ORIGIN: Cable, Bertoni to Schulthess, dated 11-3-59

REASON FOR CHANGE: Customer request.

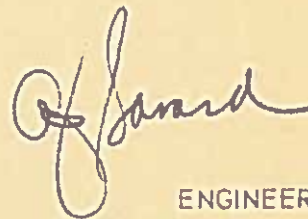
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 13

Title: Tinted Windows, Installation of

Origin: Cable, Bertoni to Schulthess, dated 11-3-59

Reason for Change: Customer request.

Description of Change:

Page 20, Paragraph 3.7.1.4 WINDOWS:

Add the following after the third sentence:

"All interior cabin windows shall be tinted with a "cast-in" grey color, equivalent to ROHM-HAAS Plexiglass Grey 2094."

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 30-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 61,074 DTD 29 October 1959
CHANGE NO: 12 MODEL: 30-6 (Convair "600")

REASON FOR CHANGE: As above.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

-57.0 lb

OPER. WT. EMPTY

-57.0 lb

-15,673 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING:

NON-RECURRING:

TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 12

Title: HF Transmitter-Receiver, Revision to

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 79, Paragraph 3.17.2.2 HF COMMUNICATION EQUIPMENT:

Revise the first sentence as follows:

From: "Two HF transmitter, receiver and power supplies shall be installed in the radio rack."

To: "Two HF transmitter-receiver units shall be installed in the radio rack."

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "HF COMMUNICATION" as follows:

From: "2 Transmitter-Receiver Collins 618S-1"

To: "2 Transmitter-Receiver Collins 618T"

Delete the following item:

"2 Power Unit (AC Power Source) Collins 416W-3"

Effect on Weight Empty: -57.0 pounds
Effect on Balance: -15,673 inch-pounds
Effect on Performance: None
Effect on Payload: +57.0 pounds

The following shall not appear in the specification language:

This change also includes the installation of a new dual HF control panel to suit the proposed revision; the part number of which will be furnished when available.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,076 DTD 29 October 1959

CHANGE NO: 11 MODEL: 30-6 (Convair "600")

TITLE: ATC Transponder Beacon System, Change from Installation to Provisions

ORIGIN: Swissair requested.

REASON FOR CHANGE: As above.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY	OPER. WT. EMPTY	
-25.0 lb	-25.0 lb	-6,875 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 11

Title: ATC Transponder Beacon System, Change from Installation to Provisions

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 73, Paragraph 3.17.1 EQUIPMENT:

Delete the below item under "Description":

"ATC Transponder Beacon"

Revise the below item under "Provisions for the following systems shall be made" as follows:

From: "ATC Transponder Beacon (2nd System)"

To: "Dual-ATC Transponder Beacon System"

Page 85, Paragraph 3.17.4.2 RADAR SAFETY BEACON:

Revise the paragraph to read as follows:

"Provisions shall be made for the future installation of a Dual-ATC Transponder Beacon System, to conform with ARINC Characteristics No. 532B."

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Delete the following item under "ATC TRANSPONDER BEACON":

"1 Transponder Unit	Collins	621A-1"
---------------------	---------	---------

Effect on Weight Empty:	-25.0 pounds
Effect on Balance:	-6,875 inch-pounds
Effect on Performance:	None
Effect on Payload:	+25.0 pounds

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.. ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,067 UTD 9 September 1959

CHANGE NO: 10

MODEL: 30-6 (Convair "600")

TITLE: Additional Plug-in Food Trays, Furnishing of

ORIGIN: Swissair requested.

REASON FOR CHANGE: As above.

EFFECT ON WEIGHT :

EFFECT ON BALANCE '

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Alford
ENGINEER

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE:

RECURRING:

NON-RECURRING:

TOTAL.

ACCEPTED.

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 10

Title: Additional Plug-in Food Trays, Furnishing of

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 89, Paragraph 3.19.1.1.4.2 FIRST CLASS RECLINING SEATS:

Revise the third sentence to read as follows:

"Four plug-in food trays shall be provided for the first row of seats, and 28 additional plug-in food trays shall be furnished as loose equipment."

Page A-14, APPENDIX I-C, FURNISHINGS:

Add the below item under "Description"

"** 28 Plug-in Food Trays

63.0"

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

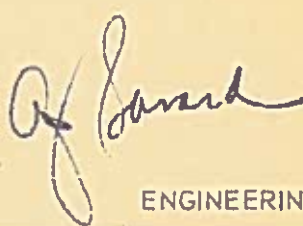
A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Inc. MCL 61,064 DTD _____

CHANGE NO: 9 MODEL: 30-6 (Convair "600")

TITLE: Lounge Seats and Windscreen, Convair in Lieu of Customer Furnished			
ORIGIN: Swissair requested.			
REASON FOR CHANGE: As above.			
EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY +30.0 lb	OPER. WT. EMPTY +30.0 lb	+12,300 INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: * None			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____	

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 9

Page 1 of 2

Title: Lounge Seats and Windscreen, Convair in Lieu of Customer
Furnished

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 1, Paragraph 1.1 - BASIC TYPE:

In the fourth sentence, change "Customer" to "Convair".

Page 89, Paragraph 3.19.1.1.4.4 - LOUNGE SEATS:

In the first, second and fourth sentences, change "Customer" to "Convair".

Page A-1, APPENDIX I-A, BUYER FURNISHED - CONVAIR INSTALLED:

Delete the below items under "FURNISHINGS":

"1 Seat, Lounge (4-place) including fittings, (3) seat belts and plug-in food trays	100.0
1 Weather Shield	25.0"

Page A-14, APPENDIX I-C, CONVAIR FURNISHED - CONVAIR INSTALLED:

Add the following items under "FURNISHINGS":

"1 Seat, Lounge (4-place) including fittings, (3) seat belts and plug-in food trays	
1 Table	
1 Weather Shield"	

Effect on Weight Empty:	+30.0 pounds
Effect on Balance:	+12,300 inch-pounds
Effect on Performance:	None
Effect on Payload:	-30.0 pounds

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 9

Page 2 of 2

The following shall not appear in the specification language:

The weight increase for this proposal is due to the following:

1. At time of specification approval, vendor quotation for double lounge seat was 50 pounds. Because of design changes and manufacturing tolerances since the original quotation this weight has increased to 60 pounds per double seat. - Weight increase 20 pounds.
2. Swissair sketch of lounge area shows a table between the back of the lounge seats and sidewall. This item was not previously weight accounted. - Increase 10 pounds.

Total increase +30.0 pounds.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 61,063 DTD Revised 11 December 1959

CHANGE NO: 8A

MODEL: 30-6 (Convair "600")

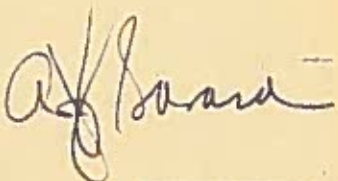
TITLE: Racet-Type Foot Rests on First Class Seats, Installation of

ORIGIN: Swissair requested.

REASON FOR CHANGE: Revision to CCP No. 8.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+88.0 lb	+88.0 lb	+58,168 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL <i>CP</i>
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LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	--

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 8A

Title: Ratchet-Type Foot Rests on First Class Seats, Installation of

Origin: Swissair requested.

Reason for Change: Revision to CCP No. 8.

Description of Change:

Page 89, Paragraph 3.19.1.1.4.2 FIRST CLASS RECLINING SEATS:

Add the following to the end of the paragraph:

"Each seat shall be equipped with a ratchet-type foot rest."

Page A-14, APPENDIX I-C, FURNISHINGS:

Revise the below item under "Description" as follows:

From: "16 Reclining First Class Seat (Including safety belts, integral folding food trays, no leg rests)"

To: "8 Double Reclining First Class Seat R/H (Including foot rests, safety belts and integral folding food trays; no leg rests)"

8 Double Reclining First Class Seat L/H (Including foot rests, safety belts and integral folding food trays; no leg rests)"

Effect on Weight Empty: +88.0 pounds
Effect on Balance: +58,168 inch-pounds
Effect on Performance: None
Effect on Payload: -88.0 pounds

The following shall not appear in the specification language:

The effect of Change Order No. 1 is included in this proposal which lists the 16 reclining first class seats as eight right hand and eight left hand seats. This proposal also specifies that this is a double-seat.

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 30-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 61,069 DTD 30 September 1959
 CHANGE NO. 7 MODEL 30-6 (Convair "600")

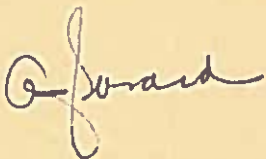
TITLE: Pneumatic Drive Freon Compressors in Lieu of Electric Drive, Installation of

ORIGIN: Swissair requested.

REASON FOR CHANGE: As above.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+20.0 lb	+20.0 lb	+27,596 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	--

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____
---------------------	---

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 7

Title: Pneumatic Drive Freon Compressors in Lieu of Electric Drive,
Installation of

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 105, Paragraph 3.20.1.1 GENERAL:

Revise the second and third sentences as follows:

From: "The cooling system shall consist of two independent electrically-driven Freon systems. Each system shall include an electrically-driven Freon compressor, condenser and an evaporator."

To: "The cooling system shall consist of two independent pneumatically-driven Freon systems, using bleed air as a source of power. Each system shall include a pneumatic-driven Freon compressor, condenser and an evaporator designed and packaged for installation as a unit."

Delete the last sentence which reads: "The Freon systems shall be designed and installed as package units."

Page 110a, AIR CONDITIONING PRESSURIZATION SYSTEM:

Above illustration will be revised to show pneumatic drive in lieu of electric drive arrangement.

Page A-13, APPENDIX I-C:

Revise the below items under "PRESSURIZATION, ANTI-ICING AND AIR CONDITIONING EQUIPMENT" as follows:

<u>From</u>	"2 Compressor, Freon, Electric	Ham. Standard	522829
	2 Blower, Condenser, Electric	Ham. Standard	522831
	2 Regulator, Outflow and Relief Valve Cabin Pressure	Ham. Standard	103182"
<u>To:</u>	"2 Compressor, Freon, Pneumatic	Ham. Standard	(P/N to be supplied)
	2 Blower, Condenser	Ham. Standard	(P/N to be supplied)
	2 Regulator, Outflow and Relief Valve Cabin Pressure	AlResearch	103182-4"

Effect on Weight Empty:	+20.0 pounds
Effect on Balance:	+27,596 inch-pounds
Effect on Performance:	None
Effect on Payload:	-20.0 pounds

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 61,072 DTD 29 October 1959

CHANGE NO: 6

MODEL: 30-6 (Convair "600")

TITLE: **Ground Air Conditioning Connection, Installation of**

ORIGIN: **Swissair/Convair Initiated**

REASON FOR CHANGE: **To provide an external fitting for connection of mobile ground air conditioning**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+14.0 lb	+14.0 lb	+9,115 INCH L.B.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co. Ltd.,
Change No. 6

Title: Ground Air Conditioning Connection, Installation of

Origin: Swissair/Convair Initiated

Reason for Change: To provide an external fitting for connection of
mobile ground air conditioning.

Description of Change:

Page 109, Paragraph 3.20.1.12 - GROUND AIR CONDITIONING:

Add the following to the beginning of the paragraph:

"A ground air connection shall be installed in accordance with ABC-17/5, eight-inch diameter, to provide means for supplying low-pressure conditioned air from a mobile ground unit directly to the aircraft air conditioning distribution system".

Page 110a, AIR CONDITIONING PRESSURIZATION SYSTEM:

Replace above illustration in specification with Enclosure (A), which shows "ground air conditioning connection".

Enclosure: (A) One copy revised Page 110a - AIR CONDITIONING PRESSURIZATION SYSTEM

Effect on Weight Empty:	+14.0 lb
Effect on Balance:	+9,115 inch lb
Effect on Performance:	None
Effect on Payload:	-14.0 lb

1960-1961
1962-1963

REASON FOR CHANGE. To provide seat breakover in accordance with CAM
4b. 362-6(c).

EFFECT ON WEIGHT •

EFFECT ON BALANCE *

GLASS, WT. EMPTY

OPER. WT. EMPTY

0

0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE

RECURRING:

NON-RECURRING.

TOTAL.

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 5

Title: Specification Administrative Change (Revision to seat back movement pressure)

Origin: Convair initiated.

Reason for Change: To provide seat breakover in accordance with CAM 4b. 362-6(c).

Description of Change:

Page 88, Paragraph 3.19.1.1.4.1 SEAT BACK MOVEMENT:

Revise the paragraph to read as follows:

"Each reclining seat shall be designed so that pressure applied on the aft side of the seat-back will override the recline control lock without additional manual operation, and fold the seat-back forward to its normal upright position. This pressure on the seat-back shall not exceed 25 pounds. The seat-back shall fold further forward to approximately 30 degrees forward of the normal upright position (as defined below) without removal of the arm rests, by applying a load of not less than 30 pounds pressure or more than 35 pounds pressure on the aft side of the seat-back. Seat-back positions shall be as follows:

First Class Seats:

Normal Upright	15 degrees aft of vertical
Adjustable Stops at:	38, 45 and 62 degrees aft of vertical

Economy Seats:

Normal Upright	15 degrees aft of vertical
Adjustable Stops at:	23 and 38 degrees aft of vertical

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,002 DTD _____

CHANGE NO: 4 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Specific positions for compartment partition)

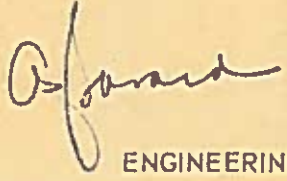
ORIGIN: Convair initiated.

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
--	---

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 4

Title: Specification Administrative Change (Specific positions for compartment partition)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 108, Paragraph 3.20.1.9 AIR DISTRIBUTION:

Revise the last sentence as follows:

From: "It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 65 passengers and with the compartment partition located at any of the five positions shown on Page 110a."

To: "It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 65 passengers and with the compartment partition located at any of the five positions noted below:

Stations:	697	to	715
	777	to	796
	851	to	870
	926	to	945
	1002	to	1021"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,001 DTD _____

CHANGE NO: 3 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Definition of service inter-phone locations)

ORIGIN: Convair initiated.

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co.Ltd.
Change No. 3

Title: Specification Administrative Change (Definition of service interphone locations)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 80, Paragraph 3.17.2.3.4 SERVICE INTERPHONE:

Revise the second sentence as follows:

From: "An interphone station shall be provided at each of the following locations: Pilot compartment (centrally located), cabin attendants' stations, station at each engine nacelle, nose wheel well, main wheel wells, aft left hand lavatory, fuselage tail cone, in the hydraulic and air conditioning compartment and at the external electrical power receptacle."

To: "An interphone station shall be provided at each of the following locations: Pilot compartment (centrally located), cabin attendants' stations, station at each engine nacelle, nose wheel well, main wheel wells, aft left hand lavatory, fuselage tail cone, in the hydraulic compartment, the drinking water tank area and at the external electrical power receptacle."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,070 DTD 22 October 1959

CHANGE NO: 2 MODEL: 30-6 (Convair "600")

TITLE: Main System Hydraulic Pumps, Revision to

ORIGIN: Swissair requested.

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *

GUAR. WT. EMPTY	OPER. WT. EMPTY
Proposal "A" +43.0 lb	Proposal "A" +43.0 lb
Proposal "B" +14.0 lb	Proposal "B" +14.0 lb

EFFECT ON BALANCE *

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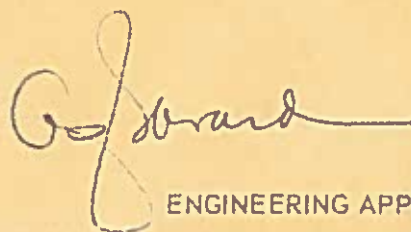
Proposal "A" +32,226	Inch Lb.
Proposal "B" +10,822	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 2

Page 1 of 2

Title: Main System Hydraulic Pumps, Revision to

Origin: Swissair request.

Reason for Change: Customer request.

Description of Change:

PROPOSAL "A"

Page A-13, APPENDIX I-C, HYDRAULIC AND PNEUMATIC EQUIPMENT:

Revise the first item as follows:

From: "4 Pump, Main System (variable
displacement type)

Ham. Standard

532155"

To: "4 Pump, Main System (variable
displacement-type)

Vickers

(To be
supplied)

Effect on Weight Empty: +43.0 pounds

Effect on Balance: +32,226 inch-pounds

Effect on Performance: None

The following shall not appear in the Specification language:

The hydraulic pump will be similar to Vickers 6327-K (rated at ten gpm, incorporating one electrical depressurization valve and one blocking valve) except that the port arrangement will be designed to suit the Convair "600" installation.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 2

Page 2 of 2

PROPOSAL "B"

Same as Proposal "A" except that the hydraulic pump will not incorporate the electrical depressurization valve and the blocking valve.

Effect on Weight Empty:	+14.0 pounds
Effect on Balance:	+10,822 inch-pounds
Effect on Performance:	None

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